RAILROAD

MARCH, 1969 MAGAZINE FIFTY CENTS

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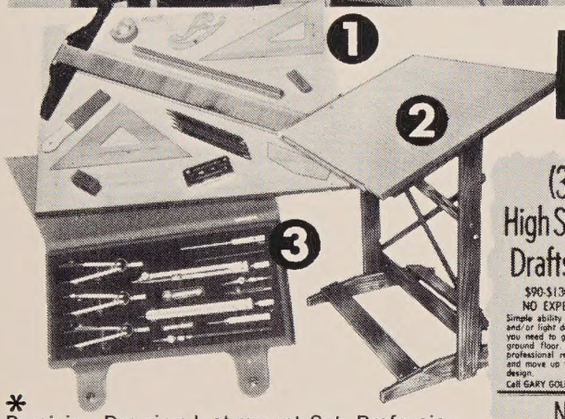

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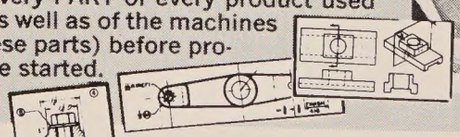

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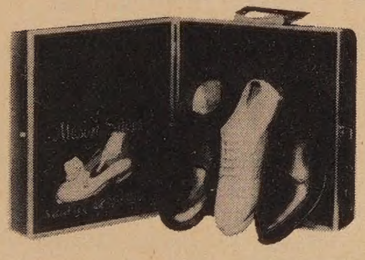

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FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ROGER ARCARA
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

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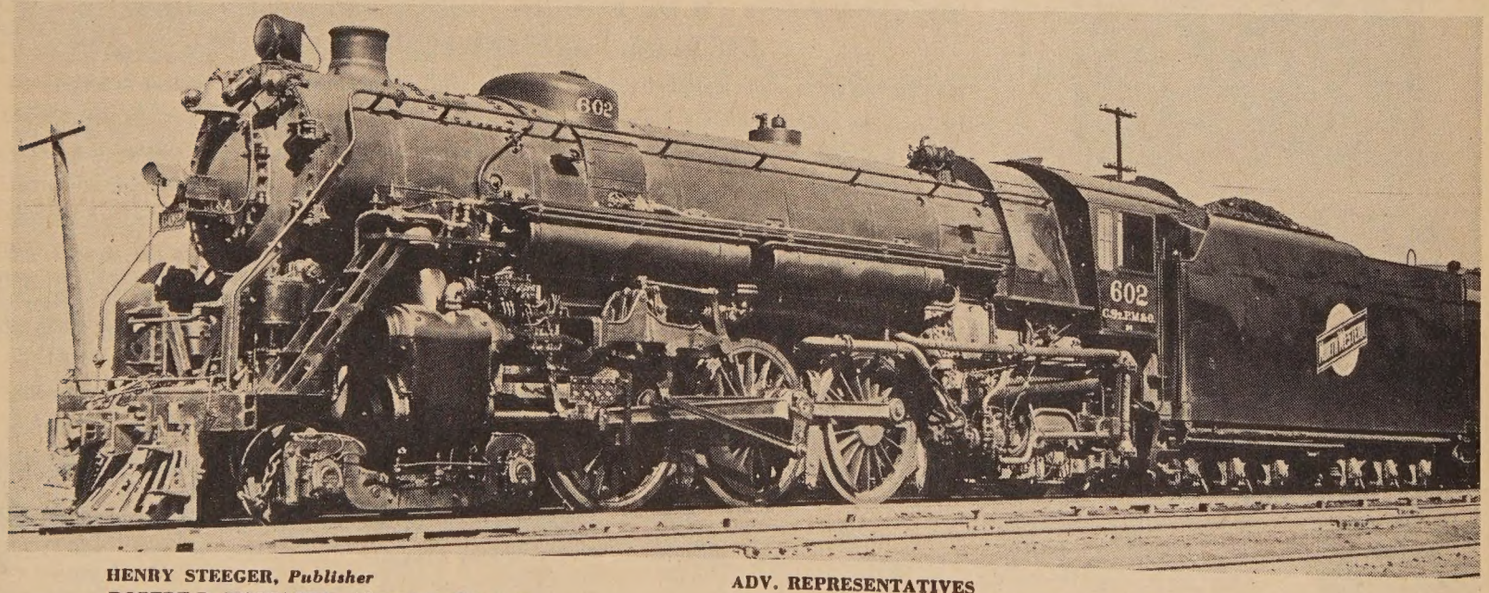
Chicago & North Western 4-6-2 No. 602 at St. Paul, Minn., in 1948. Appearance of great power was belied by her small firebox. (See "Which Was the Biggest Pacific?" by Bert Pennypacker, on page 46.)
Collection of Harold K. Vollrath
8938 Maple Dr., Shawnee-Mission, Kansas



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Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. Though he is now 48 years old, with only a grade school diploma, John Parzynski, a former plant guard writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day as an independent investigator.

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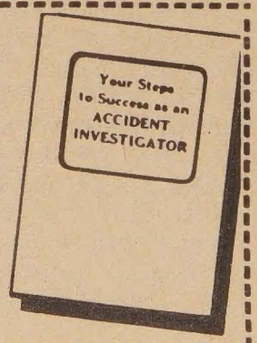
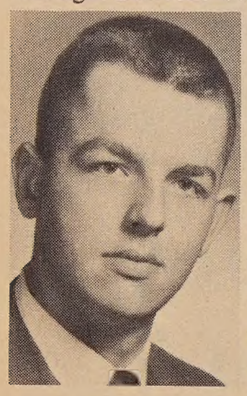


THE MAIL CAR

where editors and readers meet

OUR cover shows the Erie Lackawanna's *Lake Cities* eastbound through Convent Station, N.J., heading toward Hoboken about 1½ hours late on a cold snowy morning in February, 1967. We reproduced it from a 35mm slide made by Thomas Kelcec, 20 Fairfield Drive, Convent Station 07961, who used a Pentax H3V camera and Kodachrome X film. Exposure was at 1/250 second with a Takumar 135mm lens opening of between f/8 and f/11.



Thomas Kelcec

Tom, age 19, is a sophomore at Duke University, School of Engineering, Durham, N.C. As a photographer, he admires and seeks to emulate the work of Don Wood, Dick Steinheimer, O. Winston Link, and W. S. Young. He does all black-and-white developing and printing in his own darkroom. Besides being a member of the NRHS Chattanooga Chapter, Tom is closely associated with High Iron Co. (see page 20), contributing photos to their brochures and flyers, and often goes on trips. He is an HO-gage modeller.

Next month *Railroad* will get back to using steam covers. ●

BRIEFLY SPEAKING. The Southern Pacific ferry *Sacramento,* built in 1877 and retired in 1954, was replaced by the *San Leandro,* which closed down the SP's ferry service in July, 1958. Meanwhile, the *Sacramento* was bought by singer Gordon McRae and converted to a sport fishing barge. Last December 2nd she sank in a storm off Redondo Beach, Calif., with nobody aboard.

President Nixon's big ambition as a boy was to be a Santa Fe engineer, he told Ken Harris of the *London Observer.* "For years," he said, "I thought the greatest man in town (Yorba Linda, Calif.) was the engineer who ran the Santa Fe train from Los Angeles to Needles. Its whistle was the sweetest music I ever heard. Only one train a day went through Yorba Linda, and when I heard its whistle I used to daydream about the places I would visit some day."

Most of North America's railroad operating crewmen are now represented by one union, the United Transportation Union, effective Jan. 1st. By a vote exceeding 6 to 1, this unity was approved by members of the Order of Railway Conductors & Brakemen, the Brotherhood of Railroad Trainmen, and the Switchmen's Union of North America. Our congratulations to railroad labor on this great step forward.

Texas & Pacific wants to buy an 8½-mile stretch of track that had been abandoned by its parent company, Missouri Pacific, saying it needs the track to serve customers in Fort Worth, Texas. Wonder why it was abandoned in the first place?

The Santa Fe will build a new 31-mile line to assist in hauling molten sulphur from a plant to be built by Duval Corp. in Culberson, Texas, to Gulf ports about 925 miles away. Trains of 66 tank cars apiece will run on a continuous turnaround schedule between the plant and the ports.

No longer is the Minera Mexicana Penolas Railway between Avalos and Terminalz, Mexico, independently operated, reports Jim Buckley, 5834 W. 28th St., Cicero, Ill. 60650. The Coahuila & Zacatecas has taken it over, widened the gage, and disposed of its last Mallet, No. 2. After acquiring the Nacozari Ry., the Ferrocarril del Pacifico has just completed the line between Naco and Agua Prieta and is now running twice-weekly mixed trains on it.

Erie Lackawanna ran an unusual train the other day, taking 380 patients from Gowanda State Hospital back to Rockland State Hospital, both in N.Y. The patients had been moved to Gowanda two weeks before because of a strike of employees at Rockland.

Norfolk & Western, which has invested carloads of cash in commercial and residential projects in Ohio and Indiana, is planning to build a whole new town near Coral Gables, Fla. The 485-acre development, called "Cocoplum," is expected to cost $300 million.

The venerable New Haven freight depot at Lee, Mass., was partially gutted by fire over a year ago and the railroad hasn't used it since then, reports J. Allen Schweizer, but neighborhood boys have partitioned off one section of it and equipped that section with basketball facilities, in which they schedule games. ●

STACKED-UP airplanes, jammed highways around the cities, inadequate local bus service, rundown railroad trains. What can be done about them? asks *Forbes* magazine, from which this material was excerpted.

Most people throw up their hands in despair. They say, "The only practical solution is the injection of billions of dollars of public money," followed by "Where's the money coming from, in the face of educational needs, poverty programs, not to mention Vietnam?"

Hold a minute! That answer is not quite sound. The fact is, there is public money available for transportation needs, $5.5 billion in federal money alone, another $9 billion in state and local money. The only trouble is, it's being spent in a lopsided and basically senseless manner.

There is tax money already in hand that could be spent for airports. For mass transit. For speeded-up corridor railroad trains. Unfortunately, much if not most of the money actually is going toward making it more and more difficult for most Americans to travel.

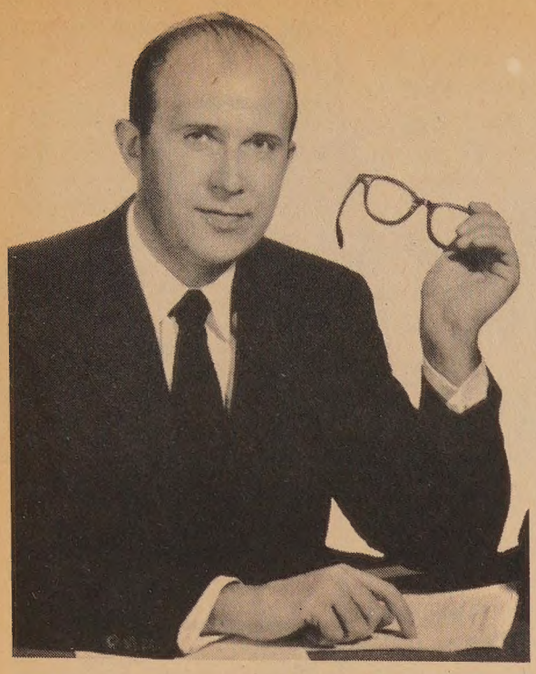
Why has our transportation system become such a mess? There are a multitude of answers, but they all boil down to one: We are spending our billions in a way that even a Hottentot would consider irrational. Practically all the Federal Government's expenditures are for highways.

Says Alan S. Boyd, former Secretary of the Department of Transportation: "Everybody talks about a balanced transportation system. We've got about $4.5 billion a year going into the Highway Trust Fund. On the other side of the scale, we have $175 million going into mass transit [both rail and bus] and $65 million for airports. We've got a bucketful of money for highways and a medicine dropperful for the rest."

Question: what will the Nixon administration do about it? ●

SAN FRANCISCO'S need for disgorging its mountain of daily refuse —including countless plastic containers that never disintegrate and cannot be burned except very slowly, with much poisonous smoke—may be solved in part by the Western Pacific's offer to operate a nightly garbage train to a desert 375 miles north, thus further despoiling wilderness areas with the excrement of civilization. At present, most of the city's waste is being dumped onto San Francisco Bay tidelands, which makes the bay a gigantic cesspool. The San Francisco *Chronicle* recently ran a prize contest seeking names for the proposed train. The name chosen was *The Excess Express.* For years Lucius Beebe was a columnist on *The Chronicle.* If he were still living, his comments on this subject would be lively reading matter. ●

PERSONALITIES. Two bandits, armed and masked, boarded the caboose of a slow-moving freight train



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 434, 555 E. Lange St., Mundelein, Ill. 60060.

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Barriger's Christmas card shows M-K-T train passing Eisenhower's birthplace.

on the west side of Indianapolis the other day, relieved the startled conductor of about $65 in cash, and then quickly disappeared.

"In 1898, when I went into engine service on the Baltimore & Ohio," writes J. N. Butts, retired hogger, "you had to make three round trips which were considered practice runs and for which you got no pay. Then you were marked up on the extra list. When you were called, you had to report one hour before leaving time to get supplies, including coal oil, signal oil, valve oil, engine oil, two monkey wrenches, a cold chisel, a hammer, and two shovels. Then, if you had any time left before leaving on your run, you wiped the jacket of the engine above the running board. After all that, you made the trip and got $1.92 for 12 hours."

John W. Barriger

The 1968 Christmas card of John W. Barriger, M-K-T president, painted by Howard Fogg, shows a Katy freight train pulled by loco 210 passing the house in Denison, Texas, now a national shrine, where Gen. Dwight D. Eisenhower was born. When the General visited his birthplace not long ago, he told Mr. Barriger, on the welcoming committee, that his father, a Kansas wheat farmer, had been forced by a drought to move to Denison, where he got a job in the Katy shops.

Pulling the Royal Train for Queen Elizabeth II from Frederickton, N.B., to St. John in 1951 highlighted the career of C. A. Poertner, 319 Dufferin Row, St. John, N.B., Canada, who began working for the Canadian Pacific as a laborer in 1909 and retired as a locomotive engineer in 1952.

An Erie Lackawanna freight rumbling past the Eden, N.Y., home of O-gage model railroader David Eckhardt, age 12, caused repeated loud noises which led him to look for a break in the welded rail. Sure enough, two sections of steel had split apart at a weld. The lad called a dispatcher, the break was repaired, and the Buffalo Division super thanked Dave for having prevented a possible train wreck. The railroad gave him a savings bond and a ride in a diesel locomotive cab.

Says retired New York Central engineer P. D. Maher: "I hired out to the Michigan Central shops in 1900 as a boilermaker apprentice at 72 cents a day. After two years, I went firing at $2 a day. Some days I was on a trip 12 hours, other days up to 64 hours—all straight time on the engines without rest!"

Miss Jean Gilpatrick, formerly employed at Portland, Me., Union Station newsstand, is now working for the Maine Central as the first freight saleslady for a U.S. railroad.

One of America's great labor leaders, George M. Harrison, president-emeritus of the Brotherhood of Railway & Airline Clerks, died recently in Cincinnati at age 73. Mr. Harrison served for 35 years as president of the BRAC, then known as the Railway Clerks, besides having a distinguished career as adviser to four Presidents of the United States.

Bill Knapke's one and only book drew this comment from James R. Sullivan, the Penn Central's vice president in charge of marketing: "I am sure you have had many compliments on *The Railroad Caboose*. I acquired a copy shortly after it was published several months ago and I congratulate you upon making a significant contribution to railroad literature which is thoroughly enjoyable." ●

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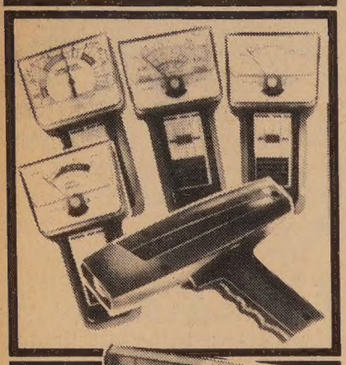

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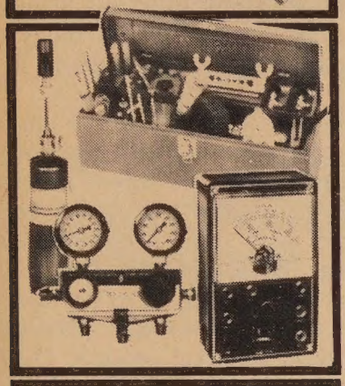

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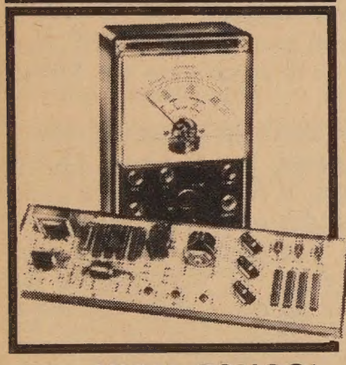

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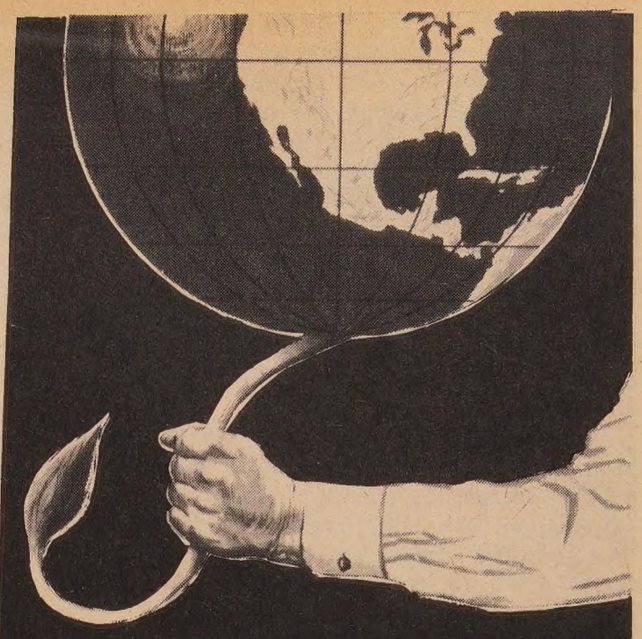

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SURVIVAL of the U.S. railroad industry as a private enterprise rests upon its ability to make maximum use of improved technology. So said John P. Hiltz, Jr., chairman of the National Railway Labor Conference, addressing the 12th Pan American Congress in session at Buenos Aires, Argentina. Nevertheless, he added, a "recently-adopted attitude" of rail labor is one of "resistance to any technological advances which involve a reduction in employment and a consequent reduction in union membership."

While recognizing an "obligation to provide equitable protection for employees against the effects of improved technology," Mr. Hiltz emphasized that "the industry cannot, for its own welfare and that of its employees, agree to nullify the benefits of increased productivity through the perpetuation of unneeded jobs."

But which, if any, railroad jobs are "unneeded"? Head-end brakemen could perform some duties of the so-called firemen in locomotive cabs. Even so, according to Kenneth C. Walker, Bloomington, Ill., if the roads are to be assured of a continuous supply of competent engineers, they must provide the only practical training ground—in an actual cab attached to an actual train.

"Successful, smooth, economical, and safe operation requires actual experience in the cab," he says. "The fireman learns first through observation and then through extended actual experience at the throttle. It may appear to the uninitiated public that the fireman on a modern diesel is featherbedding, but he has specific duties to perform that supplement, not duplicate, the engineer's duties. Moreover it is not unknown that engineers have been incapacitated or died on the run. A brakeman would not be trained to handle the train.

"Even on the New Tokaido Line in Japan there are two experienced men in the control compartment, even though the train is virtually controlled from Tokyo by computer." ●

OVERSEAS. Passenger traffic into and out of Euston Station, London, has increased 65 percent since electric trains began running there two years ago, reports *Railway Review*, a British rail union publication. In fact, rail transportation in the London area has gained so much that airlines have been forced to cut their services.

Additional electrification of German Federal Railways has cut travel time sharply between Paris and Hamburg, Hoek van Holland and Copenhagen, and Copenhagen and Paris. And India's fastest train, the *Inter-City Express*, since last January 1st has been streaking between Delhi and Calcutta in 17 hours, with only two stops on the 700-mile route. Previous time was 22 hours. Why do foreign countries, but not the U.S., keep improving their passenger service?

The urbatrain, which glides along a rail on a cushion of air, went on show to the world's press at Lyons, France, the other day. The first operational passenger-carrying vehicle driven by a linear induction motor will go into service next year on an experimental line. The urbatrain looks like two boxes hung on a rail. It can accelerate to 31 miles per hour in 40 yards and brake to a stop again in less than 20 yards. Suction fans create a partial vacuum between the train and the rail for braking purposes.

Prior to World War I, a Japanese special train, the *Omeshi Ressha,* carried three separate cars for the Emperor, the Empress, and the Empress Dowager respectively. Nowadays, the Japanese ruler rides with his wife in the same car when they use that train, but more often he leaves the *Omeshi Ressha* at the station and travels with the public in Japan's blue and cream streamliner, the *Hikari,* fastest scheduled ride on rails, 126 miles per hour.

Puffing Billy, the ancient steam loco that hauls Australia's most famous tourist train, is to be produced in electric model form. The Japanese-made prototype model of the American-designed locomotive is in Melbourne for checking of detail against the real thing. These models may go on sale this year in the U.S. and other countries.

"The name of the Vale of Rheidol Railway was misspelled in your magazine," writes Robert Barker, 2-25 Middleton St., Petersham 2049, Sydney, N.S.W., Australia. "Its gage is a half-inch short of two feet. Originally independent, it is now British Railways' only narrow-gage line. Another recent error in *Railroad Magazine* was the statement that the Australian state of New South Wales and the city of Sydney have raised fares on suburban electric trains to help pay for a new subway in Melbourne." (Mr. Barker sent us many additional details in an interesting 8-page letter which is much too long for us to print.) ●

AS A BOY of ten, 73 years ago, Jack Haggerty (now P.O. Box 51, Boston, Mass. 02101) often sat beside the Boston & Maine track in Lowell, Mass., at 10 a.m. with his brother Joe to watch a train hauled by a little 4-4-0 equipped with one of the nation's first chime whistles.

"We were rewarded by hearing two concerts," he writes, "as the train rumbled over two crossings. The engine was named *J. C. Ayer* after the bottler of Ayer's famous sarsaparilla—the kids called it 'sasparilla'—who lived at Lowell in a grand mansion beside the Merrimack River only a few yards from Pawtucket Falls. Another maker of sarsaparilla, C. I. Hood, had a factory near B&M tracks at the Middlesex depot. After he died, his home became a Franciscan monastery. Ayer's old mansion now houses a French orphanage.

"Joe and I played in and around the Lowell depot and roundhouse. The master mechanic, Alden I. Gifford, was a six-footer who had one of the longest beards I have ever seen. He offered to give me an antique locomotive box headlight, with a face about two feet tall and two feet wide. I reluctantly turned it down because I knew that my grandmother, with whom I lived, would have refused with wrath to let me bring it into the house. I wish I had it today. What a valuable bit of railroadiana it would be!

"Eventually my brother and I enlarged our activities to help at the Wamesit depot, two or three miles from Lowell. We'd raise and lower the crossing gates and climb semaphore poles to hang the lamps. The towerman even let us set up switches and levers for the signals. His tower, known as a cabin, stood on level ground. Often he'd tap a telegraph key in such a way as to send messages at a slow pace that helped us to catch onto the Morse code.

"An uncle of mine, a former newspaperman, asked the Western Union office manager to let us study the code still further in his office, and he agreed. It took us a long time to read the dots and dashes. After we were able to do so, he used to go home early and leave us to run the office.

"One night Bill Connelly, an operator in Boston, called him and sent a message as slowly as he could, and I read it easily. Years later, when I got a job in the Boston main office of Western Union, I lost no time meeting him and thanking him in person. My job paid $7.92 a week, which was pretty good in those days.

"I recall that our drinking water was kept in a big red barrel, to which was attached a heavy tin dipper on a heavy chain. One day I took the cover off and ran my finger around the inside of the barrel near the top. It came out covered with slime an inch thick! That cured me of thirst. I never saw any of the company's female employees go near that filthy oasis.

"About 35 years ago, a total of 120 trains a day ran into and out of Lowell; today there are only 32, although the population has risen enormously during that time." ●

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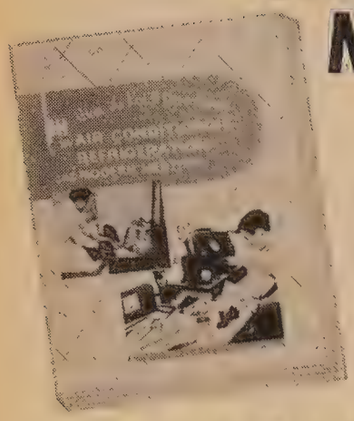

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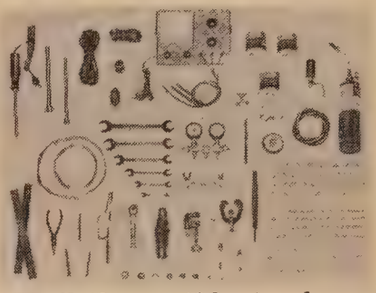

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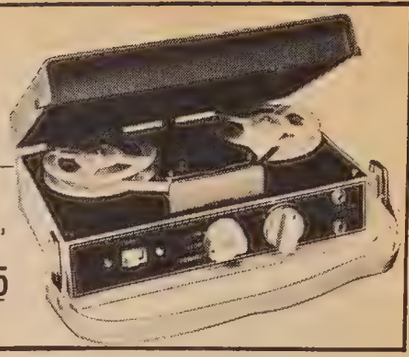

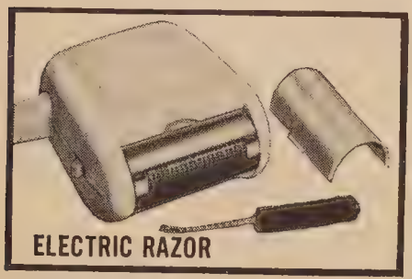

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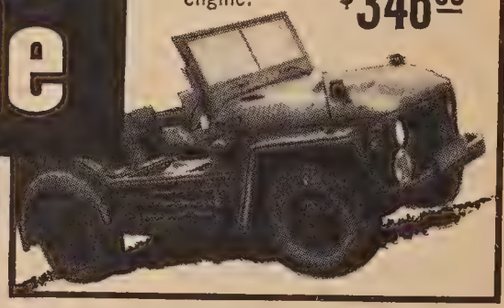

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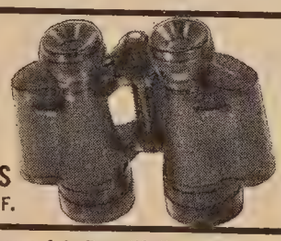

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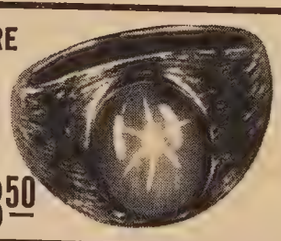

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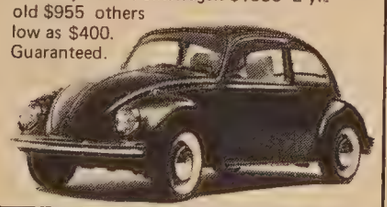

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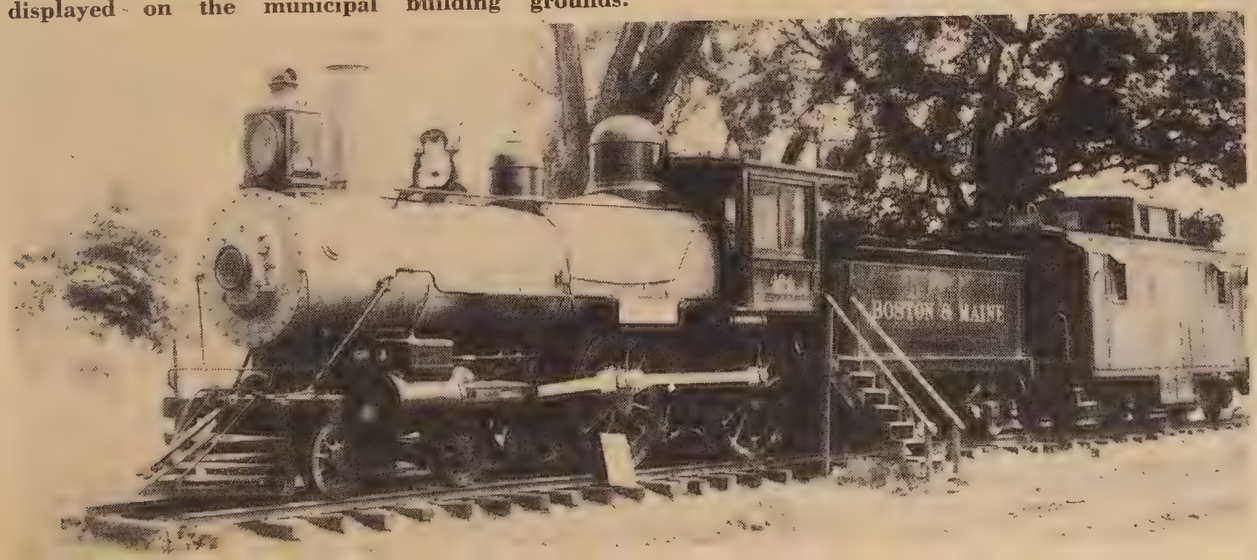
Photographs of the Month

Penn Central commuter train—loco and one car—stops at West Merchantville, N.J., on run between Camden and Pemberton.
Photographed last Aug. 26th by G. Gerrish Williams, 26 Overbrook Ave., Maple Shade, N.J. 08052

Pretty Delia Petroni, a comptometer operator in Southern Pacific's San Francisco headquarters, arranges pictures for recent photo contest sponsored by SP Club of San Francisco.
Southern Pacific photo

Photograph by Roger Arcara

Boston & Maine No. 494, built by Manchester in 1892, was sold in 1938 to the Railroad Enthusiasts, Inc. With B&M aid, loco was renovated for display at the New York World's Fair, 1939-'40. During World War II she was stored in a B&M roundhouse, later in Bellerica shops. Under Earl Cone, in charge of the shops, 494 was restored to pristine exhibition condition and was donated by RRE in 1955 to the Historical Society of Hartford, Vt., just north of White River Junction, near which she had run for many years. With a wooden B&M caboose, she is now displayed on the municipal building grounds.



Canadian National 2104, one of a group of class M-3a Consolidations built for Canadian Northern, 1907-'09, took part in this snow scene in December 1956.

Elwood White, 2673 Sooke Rd., Victoria, B.C., Canada

William E. Wood, Connecticut Electric Ry., Warehouse Point, Ct.

Steam, diesel, and electric power team up for a photo run at the Warehouse Point, Ct., trolley museum of the Connecticut Electric Ry. Assn. during 1968 convention of National Model Railroaders' Assn. Former Hartford Electric Light Co. 0-4-0T No. 5 leads the parade, followed by Sessions Foundry (Bristol, Ct.) diesel-hydraulic No. 20 and former Canadian National 8-wheel electric locomotive No. 18. The photograph was taken on November 8, 1968.

This is the hardware which faces the motorman of a Pennsy GG-1: controller (left), reverse key, brake valves, horn cord, and other apparatus indigenous to the huge 2-C+C-2 electric locomotive. Most GG-1's are still going strong after 30 years.

Howard Pincus, 5900 Arlington Ave., Bronx, N.Y. 10471

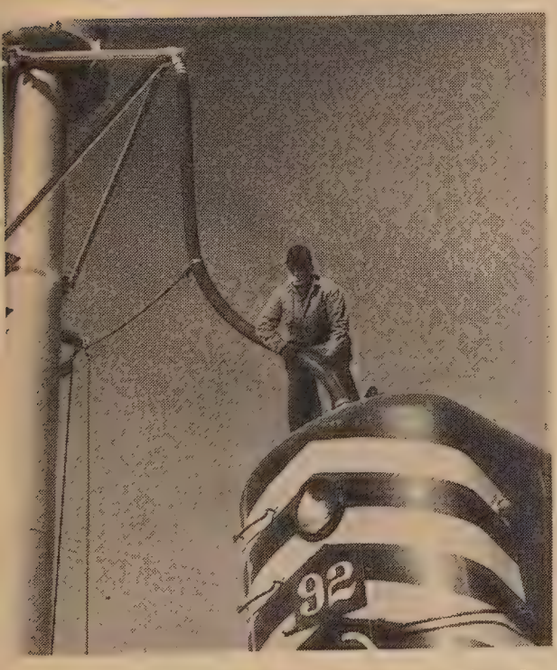
Carman helper Ray Camarillo rivets steel plate with Automatic Car Identification stripes onto a Southern Pacific boxcar at Sacramento.

Southern Pacific photo

First woman chairman of Interstate Commerce Commission is Mrs. Virginia Mae Brown, in office since first of January.

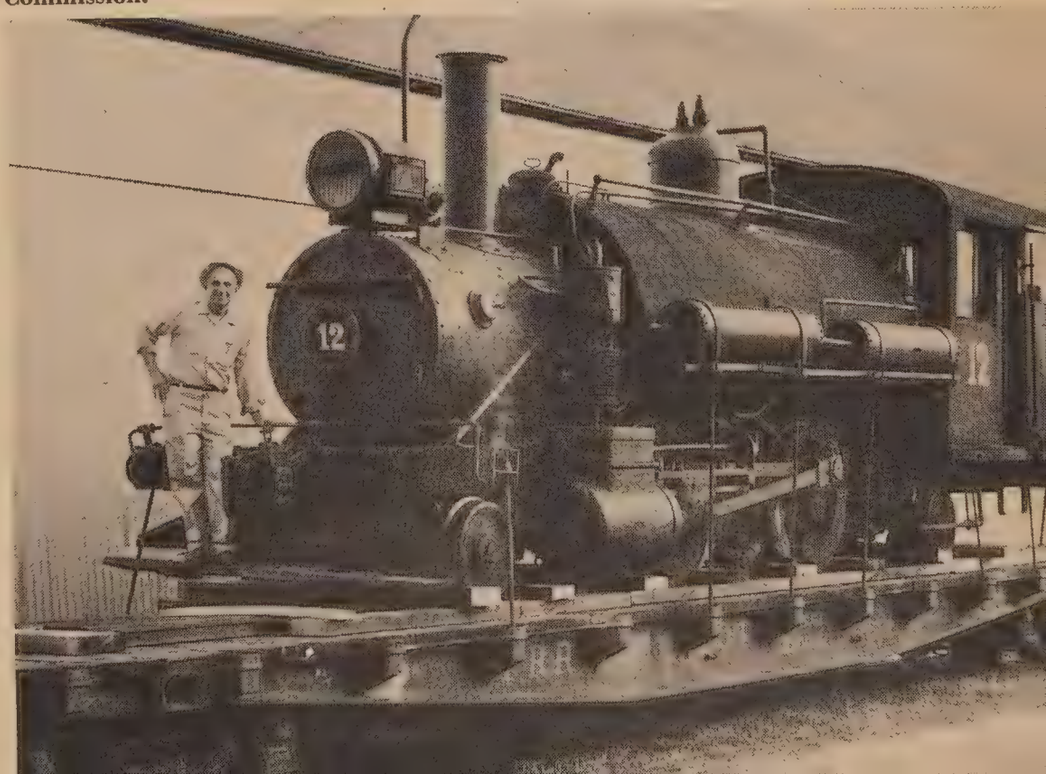
This Baldwin 2-4-2T, built in 1906 for City of St. Louis, had several subsequent owners, then went to T. R. Miller Mill Co. at Brewton, Ala., in 1940. In standby service since 1958, she was shipped last November to Pensacola, Fla., Historical and Restoration Commission.

Max W. Curran, 1005 Forrest Ave., East Brewton, Ala.



Hostler Vernon McKillips replenishes sand box of Minnesota Transfer Ry. diesel at Twin Cities loco facility.

Photo by Arthur Hager



T HOME ON NEW HAVEN RR.
NET RVT 35-400

The unloading of a Ringling Bros.-Barnum & Bailey circus train at New Haven, Ct., on New Haven Railroad about 15 years ago.

Photo from New York, New Haven & Hartford Railroad

CIRCUS TRAIN ROLLS INTO MILWAUKEE FROM BARABOO, WISCONSIN

Next July 1st, 6:15 a.m., train will leave Baraboo on 119-mile run over Chicago & North Western rails, will stop in Madison, Waukesha, and West Allis, and is scheduled to arrive at 1:30 p.m. at Milwaukee lakefront, where it will be unloaded.

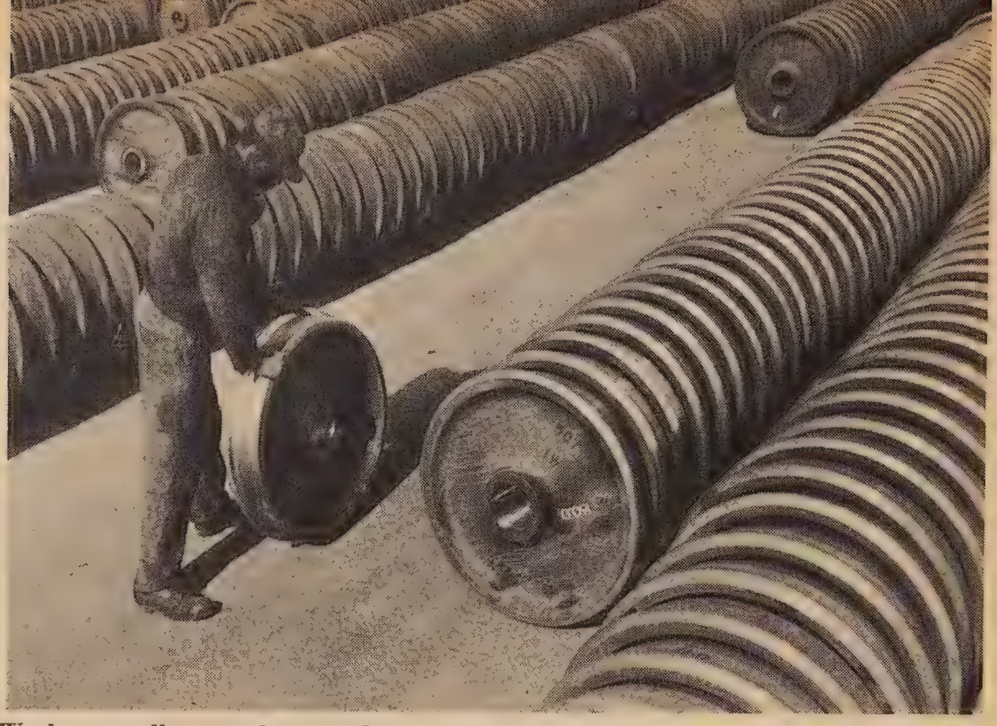
Lower photo and those on page 17 from Jos. Schlitz Brewing Co., sponsor of the celebration

Each July 4th the celebration of "Old Milwaukee Days" includes a colorful parade of equipment and beasts from Circus World Museum, transported to the big city by steam-powered train, shown crossing Wisconsin River at Merrimac, Wisconsin.

Loading of special train will begin June 30th at station in Baraboo, where State Historical Society museum is located. Railfans are more fascinated by the loading and unloading of the train than they are by the parade or even a performance under the big top. Rainbow-colored wagons are hauled by the horses up a ramp onto flatcars. This was a standard practice of circuses in the bright noontide of their glory.

Cast-Iron WHEELS Roll into Oblivion

by Erwin L. Erfert



Workman rolls a modern steel car wheel among stock on Abex Corp. shipping platform.
Courtesy of Abex Corp.

ANOTHER era quietly passed into history on the first of this year. No longer does a single railroad car in interchange service in the United States roll over the rails on cast-iron wheels. The only such wheels you can find in this country are those on scrap piles, in museums, and on a relatively few cars in "captive" service, which means forbidden to travel on "foreign" rail lines. Today's wheels are made of cast or wrought steel.

After the cast-steel industry had advanced to the point of assuring the nation an adequate supply of more modern wheels, the Association of American Railroads, through its Operations and Maintenance department, began to phase out the older variety by prohibiting their use on cars of 70-ton capacity or over. The next step was excluding cast-iron wheels from *all* railroad cars that were new or rebuilt on and after Jan. 1, 1958. Then, effective 11 years later, the ruling was expanded to cover all railroad cars in interchange service, regardless of when built.

The last cast-iron car wheel for American railroad service was poured on the final day of 1963 at the Lenoir Car Wheel Works in Lenoir City, Tenn., thus terminating an industry which had served the railroads continuously for almost a century and a half and which, around 1920, had been producing car wheels at the rate of about seven million a year. As recently as 1947 some 65 percent of all cars riding the rails in this country had cast-iron wheels.

Your author's acquaintance with the cast-iron wheels began April 24, 1929, when I went to work in the Hammond, Ind., plant of the Southern Wheel Company. I remember being surprised to see the fellows grab a 750-pound wheel, flip it up on the flange, and roll it away as easy as a barrel hoop, and I thought they must all be very strong. Six months later I was rolling wheels with them and, like the other workers, knew how to apply the principles of leverage and balance. But I never did master the trick of flipping a wheel so it would drop, hit the deck, and come up with the flange on the opposite side and keep rolling in the same direction.

I was, and always remained, a right-handed wheel-roller, which means that I rolled with the flange under my right hand while my left hand guided it along the rim face. Most of the wheel-rollers I knew were ambidextrous. Some would demonstrate their skill by placing a row of pennies about two feet apart and zigzagging a wheel through the spaces between them. Now and then a pot of several dollars would be put up for a contest. After each successful zigzag, the pennies would be brought closer together. Whoever creased Abe Lincoln's copper chin or rumpled a copper whisker was eliminated. Lunch-time diversion often took the form of playing follow-the-leader with a 650-pound wheel-rolling.

I had been working there a week when "Old Bill" Tammings, the wheel-borer, asked me, "Why does a young fellow like you come to work here?"

"What's wrong with it?" I asked.

"Son, the cast-iron car wheel has no future," he said earnestly. "This plant will be dead in five years and out of business in ten. Steel wheels are the wheels of the future. Cast iron is too weak for the way railroads are now building their cars, longer and heavier, and running them faster."

Bill took me outside and showed me a steel wheel. To prove his point, he gave its flange some heavy knocks with a sledge-hammer and nothing happened. Then he moved over to a scrap cast-iron wheel, and a couple of similar knocks split off a piece of flange. Time proved him right about steel taking over for cast-iron, and his reasons were sound; but the cast-iron wheel business outlived Old Bill.

I WAS GIVEN training on the boring mill, axle lathe, wheel press, rolling, inspection, and a bit of foundry. The job that fascinated me was inspecting wheels and axles which had been removed from service and sent back for wheel-stripping and for new wheels to be pressed on the axles. We did wheel-mounting for the Indiana Harbor Belt, the Erie, the Grand Trunk, and the Nickel Plate Road. This allowed me to see 3000 pairs of wheels a month.

Every type of wheel defect and wear or heat condition came under my inspection. I was amazed at the age and design of some old wheels. The information for the billing repair card included the date the wheel was cast, the manufacturer, and his plant location. Names and plants were cast in big letters on the wheel's front plate.

At that time, some of the wheels returned for stripping had cast dates before the turn of the century, but most of them were from the period of World War I. The old double-plate Master Car Builders design dominated, but the new wheels replacing them were of the newly approved American Railroad Association single plates. This new design, with later refinements and new devel-

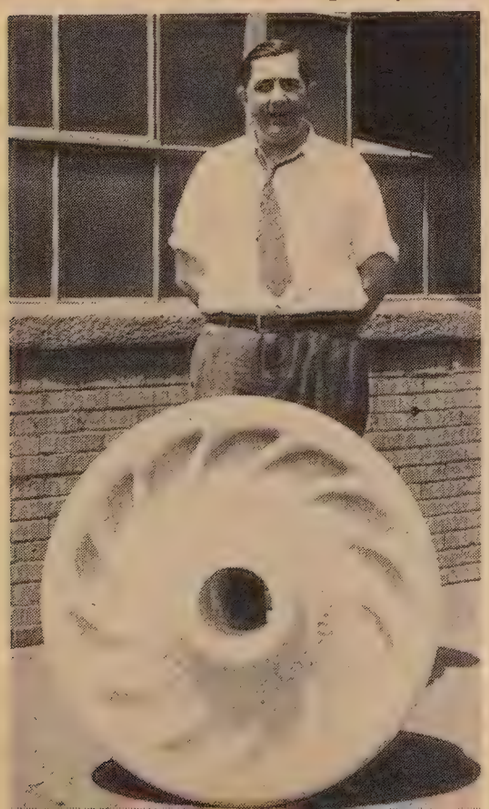
opments in metallurgy, annealing and melting practices in the 1930's and 1940's, were to extend the existence of the cast-iron wheel.

I still remember many of the manufacturer's names I wrote on repair cards: Lobdell, Barnum & Richardson, Tredegar, Bass, Washburn, Ramapo, Decatur, Brown, Maryland, Kidd, Dickson, Maher, Lenoir, Marshall, Houston, Southern, Griffin, American, Keystone, Central, Louisville, Barney & Smith, Laconia, Albany, Altoona, Hannibal, Wheeling, Milwaukee, Southern Pacific, Canadian Pacific, Vancouver, New York, St. Louis, Reading, Atlanta, Savannah, Koppel, Mt. Vernon, Buffalo, Richmond, Haskell & Barker, National, Pullman, Rochester, Standard, Dominion, Canadian Car, Canada Iron, and Monterey.

A collection of wheels with these names would be quite a museum in itself. I hope that the publication of this list will stimulate someone to get busy assembling a collection of cast-iron wheels before they are all gone. Many manufacturers had plants at several locations. Carbuilding activities or large shops influenced the location of the foundry. Only two of the foregoing companies are still in the car-wheel business, but now manufacture cast-steel. The Griffin wheel uses a symbol hot-stamped on the back of the flange; so does the wrought-steel wheel industry. Southern's name is cast in large letters on the back plate where dirt and oil can't reach it.

Developed in Europe with wood and iron, the railroad car wheel built-up design was sectional. The one-piece cast-iron wheel was in the thinking of manufacturers and railroad people from the very beginning. In 1830, Jonathan Knight, chief engineer of the Baltimore & Ohio, stated, "An iron wheel with a conical tread will be able to negotiate all of our curves which we contemplate." Three years later, John Elgar of Baltimore received a U.S. patent for a cast iron flanged wheel with conical tread face and a tapered rim with a chamfer. This design became the basis for all car wheels.

The author in 1943, with a cast-iron wheel. Ribs on back are plainly seen.



Many wheel designs were patented, but the one that endured was patent 7710, issued to Nathan Washburn on Oct. 8, 1850, for a double plate which blended into a single plate with rib supporting brackets under the flange. This wheel was made at Worcester, Mass., and used by the Master Car Builders in developing wheel standards during the period from 1867 to 1881. Some version of the Washburn design was present in wheel thinking until the MCB designs were superseded by the ARA and AAR designs.

The cast-iron wheel was an economic marvel, as the wheel manufacturer would accept from a railroad a tonnage of old wheels in exchange for an equal tonnage of new ones. The price he charged eliminated the metal involved and represented a conversion charge of making new wheels from the old. This permitted a railroad to turn in an old wheel and get a new one for less than a cent a pound!

The manufacturer had a supply of melting scrap of known composition. Another benefit, a built-in wheel market, accounted for the plant location on line to serve specific railroads.

AS RAILROAD equipment became weighted to the 70-ton car, cast-iron wheel failures increased, especially under covered hopper cars. Faster speeds with heavier braking brought more cast-iron wheels out with brake and skid burns. Research and development had improved the cast-iron type, but the more demanding railroad service exceeded the durability of the improvements obtained. Gradually it became evident that cast-iron was doomed as a wheel material, and research was concentrated on cast steel.

Cast-iron wheel companies began dropping out, and by 1947 only the Griffin and Southern wheel companies showed any real interest in developing a cast-steel wheel. In the early 1950's these two companies assured the AAR that they could and would produce a modern cast-steel wheel. Both were still large producers of cast-iron wheels but were phasing them out. Based on their service testing and laboratory and research experience, the AAR granted them permission to manufacture cast-steel wheels for interchange service. New cast-steel foundries were built. The AAR was now assured of manufacturer backing and an availability of their wheel supply, and so they adopted the ruling I have cited.

The AAR's Wheel and Axle Committee meets twice a year and its docket is loaded with wheel problems. Great improvements have been made in quality as well as durability, but car designers are always poised to take advantage of anything to increase the payload.

A wheel has a tough existence. Operating conditions always provide heavy stress. The tread carries the load on the rail, the flange steers it and keeps it on the rail, and an axle is pushed through its middle to transmit the load. The area of contact between the wheel and the rail is not much larger than a nickel or a quarter, so the load is concentrated on a very small area or surface. As the wheel rolls, this load is constantly moved to a changing small surface, gets bounced by the car, and takes impacts from the flange striking the side of the rail and more impacts from switches, frogs, guard rails, and crossings.

If this weren't enough work for a wheel, it has to serve as a brake drum during deceleration or stopping and must supply rail adhesion. This dual function of carrying the load and the brake-heat dissipation severely limits metal composition. The metallurgist finds himself between two curbs. On the one hand, what is good to resist wear is a poor material for resisting heat, and on the other hand, what is good to resist heat is a poor material to endure wear. The search for an economically feasible wheel material is never-ending.

The extra long cars with great overhanging couplers have placed a greater steering or tracking strain on car wheels and accelerated flange wear. The car weighing 100 tons or more has accelerated tread wear and other defects. Cast iron could not survive as a wheel material under the current cars and the present operating conditions. The cast-iron wheel served well in the past and has earned the retirement finally given to it on January 1st of this year.

Oldtimers in the foundries had a saying: "Old car-wheel men never die; they just develop worn flanges." ●

Photograph by Tom Kelcec

Interesting Railfans No. 75

JACK EMERICK

By Freeman Hubbard

Steam-loco buff Jack Emerick greases the main pin on Black River & Western 2-8-0 No. 60 at Ringoes, N.J.

BESIDES being an active hobbyist, Jack Emerick is a fourth-generation railroader. He earns a salary as coal and ore traffic co-ordinator for the Penn Central in Philadelphia, but works free of charge for the railfan High Iron Co., of which he is vice president in charge of operations and sometimes a steam locomotive fireman. On the Penn Central he is responsible for service matters of unit trains on lines west of Pittsburgh. Since PC runs more than 700 such trains a month, well over half of the system's total coal tonnage, Jack's job is important.

Born March 19, 1936, in an old hospital next to the Lackawanna depot at Morristown, N.J., railfan No. 75 spent his early years at Boonton, N.J. Much to the consternation of his parents, who warned him repeatedly to "Stay away from the railroad," the lad spent countless blissful hours along the DL&W tracks, often riding in local freight cabooses or in the engine cabs of coal-burning 2-8-0's or 2-8-2's while the crews were switching. He obeyed railroad safety rules but usually came home sooty and grimy, with his brown hair tousled and his brown eyes shining.

Members of Jack's family have been employed by the DL&W, the Pennsy, the West Shore (New York Central), the Lehigh Valley, the Erie, and the Reading. Jack's railfaring kinfolk included both great-grandfathers, one grandfather (whose 60-year-old watch Jack is carrying today), his father, his brother Robert, two uncles, and a cousin. At age five or six our hero began collecting whatever railroadiana he could lay hands on, honestly. Even then, engine and train pictures adorned his bedroom walls.

"Dad used to take Bob and me to visit stations, towers, and other railroad facilities," he recalls, "and I jumped at the chance to talk with railroad men anywhere."

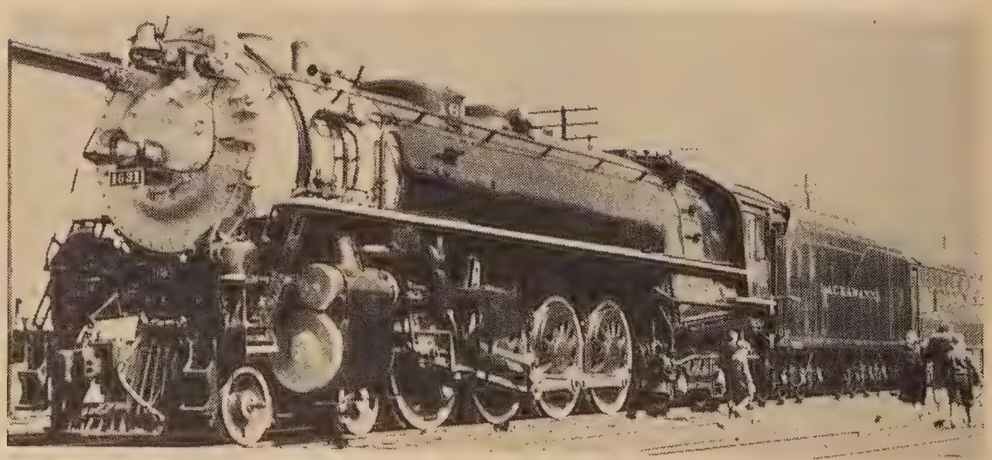
Bill Corby, a longtime friend, remembers the time Jack showed him an old box-camera photo of a Lackawanna steam train climbing a grade, pointing to a man and boy watching it, and saying, "That's Dad and me."

Among Jack's favorite boyhood haunts were mainlines of the Pennsy at Colonia, N.J., where trains ran with the frequency of trolley cars, and the Lackawanna at Boonton, with its seemingly endless parade of 4-6-2's on passenger trains and its 2-8-2's, three-cylinder 4-8-2's, and 4-8-4's on freights. Every month his father brought home a new issue of *Railroad Magazine* and, after reading it, gave it to the boys, who thereupon pored over it for hours. As Bob grew older, the two lads would take fantrips of their own, sometimes by rail to Scranton, Pa., maybe "train-chasing" by automobile.

Bob tells us: "I remember being taken by my brother, when I was a kid of about ten, to see the Lackawanna's 1200 and 700 class engines work the sidings at Drew Chemical plant in Boonton. Later, Jack saved enough money to buy a movie camera (which he is still using) and we'd go to Denville Jct. to watch trains and take movies. In 1953 I piled into Jack's first car, a beat-up old Chevy, with my brother and his buddy and we followed a Jersey Central fantrip from High Bridge to Mt. Hope, N.J. The train included G-4s class Pacific No. 810 and an open-end observation car. We'd take shots of it, then race ahead to the next crossing. Because of rail speed restrictions, we generally kept ahead of the train, but the old Chevy boiled over several times."

Jack's first paid jobs were caddying at a country club, selling Christmas trees, and working in a supermarket and a hosiery mill. Later he went to Villanova University. He began railroading as a Lackawanna gandy dancer during the summer vacations of 1955, '56, and part of '57. Then he left the DL&W and hired out to the Erie as an extra towerman, working most of the New York Division towers during the rest of that summer and returning next June to resume that job. The Army inducted him in April '59. Jack spent six months with Uncle Sam, training as a field artillery surveyor.

Among other activities he was a volunteer firefighter and, at Villanova, he had a seven-piece Dixieland jazz band similar to the "Firehouse Five Plus Two" of Ward Kimball, No. 28 of our *Interesting Railfans*. Jack graduated from Villanova in 1958 with a B.S. degree in Economics and later from Rutgers University after a year of advanced traffic management on a scholar-



In Jack's opinion, the DL&W class Q-4 locos were surely the most beautiful of all 4-8-4 types. No. 1631, first of the class, was built by Alco in 1934.

Collection of Jack Emerick

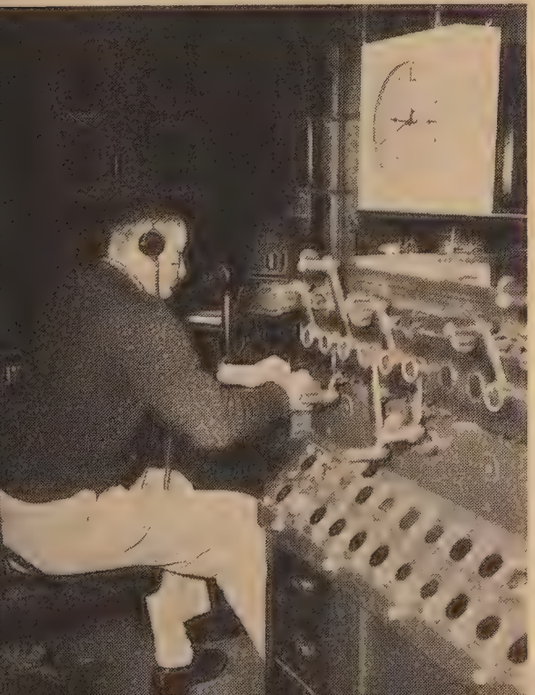
Jack waited two hours in the rain to make this shot of CNR 4-6-2 No. 5107 and 4-8-4 No. 6153 doubleheading a Canadian National railfan excursion (with *two* open-door baggage cars for observation) near Shawinigan Falls, Quebec, June 24, 1962.

ship. While he was with the Erie, he took his brother along with him from tower to tower, coaching the young fellow so well that when Bob himself went to work for the Erie in the summer of 1959 he qualified quickly at many towers.

RETURNING from military service, Jack spent about nine months as a Pennsy freight rate clerk. Since then he has been a traffic analyst for Westinghouse Electric and an operations trainee and assistant to trainmaster with the Chesapeake & Ohio. Next he was with the Jersey Central as assistant trainmaster, terminal trainmaster, and industrial engineer.

On the CNJ he had charge of a large part of the railroad, at both Red Bank and Bound Brook. In case of a derailment at any time of night or day, even on a holiday or week-end, he had to rush to the spot and stay there until the trouble was corrected. Often he toiled with section men and train crews in rerailing cars and engines. On several occasions, when no hogger or hostler was available, he personally ran a derailed engine while the gandy dancers labored with heavy oak blocks and rerailing frogs to get her back on the track.

In 1959, Jack was working second trick in Erie RR. BJ Tower, Rutherford, N.J.



"The CNJ engines that we found hardest to rerail," he says, "were the 2400-hp. FM *Trainmasters* because of their six-wheel trucks and ponderous weight; they could play hob with light rail and often kinked the track. But I loved the long hours and hard work."

Jack's next job was with the New York Central as an industrial planning analyst. One day the road's president, Al Perlman, saw him wearing a black bowler, his favorite headgear, and remarked, "Some hat you have there!" Jack grinned. "Yes," he said implausibly, "it helps keep my ears warm."

Today, he is employed by the Penn Central in Philadelphia but lives in Lincroft, N.J. at 182 Manor Parkway. His home is beautifully furnished. Just about every room reminds you of Jack's affinity to railroading. His railroadiana includes a *Florida Special* tail-sign, locomotive number plates of Pennsy 3747 (K-4) and Canadian National 6134 (4-8-4), lanterns, markers, train-order hoops, cab signals, rulebooks, other books, magazines, annual passes, and a few thousand railroad photos and negatives. Much of his collection is Lackawanna material, including eight rare 8x10″ glass-plate negatives from the late David Goodyear and many hard-to-get prints. Under construction in his home is an HO gage model layout.

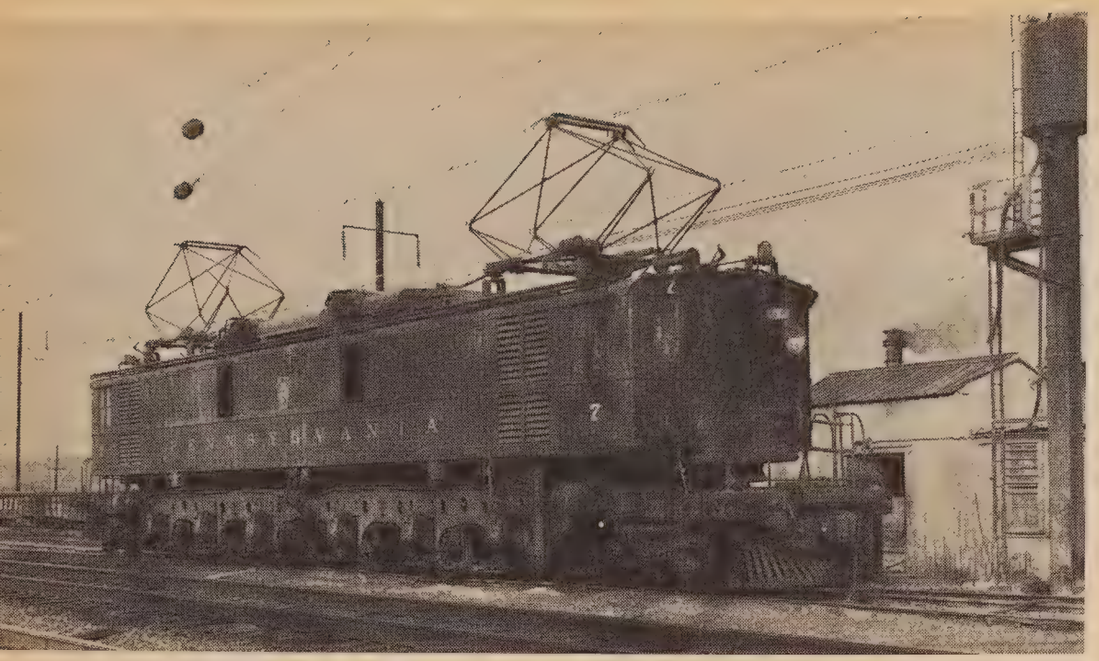
A happy memory of his C&O traineeship was meeting a tall courteous, hazel-eyed brunette named Beth McNamara one February day in 1963 at Saginaw, Mich., where she was employed in a hospital.

"After knowing Beth for only a week," he tells us, "I had to ride the cabose of a manifest freight to another assignment. She drove me to the C&O yard in the 5 a.m. darkness and even helped to lug my heavy bags through knee-deep snow to reach the train. This impressed me deeply. I felt that a woman who'd aid a fellow in such a manner must be someone very special, and I was right."

Says Beth: "For some time thereafter, every other week-end, Jack took the train from West Virginia to Plymouth, Mich., and I would drive the 95 miles to get him and bring him into Saginaw. The following June, he invited me to West Virginia for a fantrip on the steam-powered Buffalo Creek & Gauley. It was a revelation for me to discover how many men made a hobby of railroading, and on that same week-end a secret dream of mine came true: Jack proposed to me. After a short but exciting courtship, he married me in October.

"We have two pre-school daughters, Mary Beth and Julie Ann. Jack makes a point of telling me how nice I look, when I look especially nice—such attention all women like—but I'm a wee bit jealous of his devotion to railroading, although there is something fine about a man whose hobby and life work are similar. Occasionally I join him on steam excursions."

DURING the past eight years or so, Jack estimates, he has ridden from 12,000 to 15,000 miles in engine cabs —a large mileage for a man never employed in engine service. The list includes steam on the Lackawanna, N&W, Pennsy, CPR, and BC&G; also diesels



Pennsylvania's class FF-2 electric freight locos, bought from Great Northern, were in service less than a decade. No. 7 at Thorndale, Pa., February 6, 1960.

Photograph by Jack Emerick

on the CNJ, Erie, Lehigh & Hudson River, Pennsy, LV, C&O, and NYC; electrics on the Pennsy, Central, and Reading. His fastest cab ride was 90 mph on the CP's 1271, a 4-6-2, class G-5. His steam mileage continues to rise because of the High Iron's trips.

Politically, he is conservative. "By today's 'liberal' standards," he says, "I might be classed as overly patriotic." We asked what he'd like most to be remembered for, and Jack replied: "As one who has made some significant contribution to the railroad industry."

Railfan 75 works well under pressure, is usually slow to anger, and cools off quickly. We find him easy to get along with. Among his aversions are the over-commercialization of life in general, public obsession with automobiles, extremely poor TV programming, and folks who make light of railroad hobbies.

"I've always liked animals," he reminisces. "Beth says I prefer them to people, which isn't quite true, although they make better company than some humans. I've nearly always had a dog; right now our only pet is a fat tiger cat named Missy."

Bob Frischmuth, one of his Penn Central colleagues, recalls fascinating hours spent with Jack discussing what's wrong in the rail industry. "At times," Frischmuth states, "we are frustrated by reactionary railroad tradition—i.e., 'we've always done it this way.' Jack is not a theorist. He is a pragmatic, nuts-and-bolts, take-charge railroader who doesn't mind getting his hands dirty. I'll never forget how he looked one winter day while firing a High Iron trip, with soot-grimed face and hands and overalls."

Listen now to L. Patrick Briody of Matawan, N.J. "While Jack and I were attending Villanova and I was playing in the band, Jack acquired the nickname 'Grim Reaper' because of his dead pan expression as he propped a foot on a chair, strummed a banjo or guitar, and puffed a cigar."

Even today Beth says he is too solemn-looking. Jack is six feet one inch tall, weighs between 185 and 190 pounds, and dresses fastidiously. An editorial in last November's issue of *Railroad Magazine,* entitled "A Preventable Disease," said most people "ride the family car, even for short distances instead of walking." We didn't have Jack Emerick in mind when we wrote those words.

"If I can walk instead of riding, I do so," he says, "and I often use stairs rather than elevators or escalators. While I was working for the New York Central I made a regular practice of walking briskly the mile and three-quarters between Penn Station and the Central's general office building." In answer to a question: "When things seem to be ganging up on me, which rarely happens, I take a long hike alone or go out to the country, sit under a tree, and relax. It never fails to bring peace."

He enjoys dancing with Beth, and such outdoor sports as skiing, skin diving, hunting, and fishing; is very fond of music, plays the banjo, listens to records. In 1960, Jack and two friends, Bill and Jerry Corby, formed the Associated Four Productions. They traveled much throughout eastern U.S. and produced an LP recording of steam locomotive sounds entitled *Voice of the Iron Horse,* but discontinued the AFP when the market became saturated with steam records.

Says Pat Briody: "Our dormitory at Villanova was about 150 yards from the Pennsy mainline. In the middle of a bull session, a train might go by and Jack's eyes would light up. He'd check his watch and say something like this: 'That's the 12:05 out of New York, two minutes behind schedule. It's got to be switched at Paoli and it's due into Cleveland at 8:35.'"

Each fall Jack's family and Pat's have a gay outing at Tom's River, N.J. They lower a piano onto a boat, climb aboard with musical instruments and refreshments, and give a Dixieland jazz concert for the local yacht club. Even railfans once in a while have fun away from the rails. ●

Fireman Jack Emerick (left) and engineer Lloyd Arkinstall on BR&W No. 60.

Beth, Julie Ann, Mary Beth, and Jack Emerick, with Missy, the family cat, at their home in Lincroft, N.J.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Did steam locomotive booster engines work all the while the locos were in motion, or was there some means to disconnect them from the trailing axles on which they were mounted?***

Since boosters were used only for starting under load, or for occasional assist on grades, it would have been wasteful to let them operate or even "idle" at other times. Therefore, a movable gear was interposed between the booster crankshaft gear and the axle gear, and a pneumatic cylinder was used both to move the idler gear into and out of mesh with the axle gear and to admit some steam to the booster cylinders so the crankshaft would be turning slowly while the gears were meshing, ensuring smooth and positive engagement. Air pressure was used also to open the booster throttle when the main engine throttle was opened.

2 ***How much of a maintenance expense is snow removal?***

Depends on number of track-miles and amount of snowfall. Up in Maine, the Bangor & Aroostook spends as much as $500,000 per annum on snow removal, its greatest maintenance item. A recent newsletter of the 470 Railroad Club, Box 641, Portland, Me. 04104, reported that BAR contends with an average of 110 inches of snow annually, and that much of the equipment used for trackwork in summer (bulldozers, ditchers, loaders, etc.) also serves for snow-removal in winter.

3 ***How many electric locos have been used on North American railways?***

Approximately 2,000, not counting mine and factory locos and work equipment.

4 ***Information, please, about the Roscoe, Snyder & Pacific Railway.***

This Texas shortline operates 30.4 route-miles between Roscoe, where it connects with the Texas & Pacific, and Snyder, where it meets up with the Santa Fe. Incorporated in 1906 and opened in 1908, it was extended another 18½ miles to Fluvanna. This extension was later abandoned. RS&P has 3 diesels, 55 freight cars, and offers two daily freight trains in each direction, with extra movements as occasions require.

5 ***In what areas does the New Haven Railroad use its RS-11 type diesels?***

On most parts of the system; these locos are intended for road service as well as shunting.

6 ***Have gondola cars ever been used to carry oil?***

Yes. During World War II, the Timken roller-bearing company helped to alleviate a critical tank-car shortage (due to sharply increased demand for military oil transport) by converting some gondola cars to petroleum carriers. These cars were leakproofed, divided into compartments, given tight-fitting tops with roof-hatches, and fitted with special high-speed trucks having inboard roller-bearings.

7 ***What was the Union Star Line?***

One of the numerous fast freight lines which operated fleets of cars over U.S. railways years ago. Presumably independent shipping agencies, they were actually controlled by certain major railroad companies. Union Star Line was operated by the Pennsy; the Red Line was backed by the New York Central; and there were others, such as Blue Star Line, White Line, and Milwaukee Line.

8 ***What can you tell me of the 3-foot-gage railroads which once operated on the islands of Martha's Vineyard and Nantucket, off Massachusetts?***

The Martha's Vineyard Railroad was opened in 1874 between the resorts of Oak Bluffs, on the north, and Katama, on the south. Trouble with washouts caused by storms caused some rerouting in the next few years. Motive power was originally a "dummy" with an upright engine, but she proved unsatisfactory. A Porter 0-6-0 was ordered, and fell off the end of a dock while being shipped from the mainland. Raised and repaired, she served for many years.

Rolling stock included two coaches and a boxcar with removable seats. Later, more cars were added. Despite financial difficulties, the line was extended from Katama to South Beach in 1875. Vacationers, fishermen, and sightseers enjoyed the railway for years. The end came in 1896, after a resort fire and ensuing changes in patronage had reduced the demand for service. Re-incarnation occurred the following year when the route was reopened as a trolley line, which soon merged with a local line at Oak Bluffs. But "jitney bus" competition ended this venture in 1917, and hardly a trace of railroad remains on Martha's Vineyard today.

The Nantucket Railroad was opened July 4, 1881, from the town of Nantucket, on the north shore, through Surfside, on the south, to Siaconset (later Sconset), on the east. A 4-4-0, the *Dionis*, was bought from the Boston, Revere Beach & Lynn, on which it had been No. 5.

A second engine, named the *Sconset*, was acquired in 1885; she was an 0-4-4T Fairlie type, in which the driving wheels were in a swivel-truck having flexible steam connections to the cylinders, which were mounted on the truck frames (the trailing wheels were in a separate swivel-truck). The Nantucket line never made much money, and passed through various stages of ownership and management, during which there were seasons of non-operation and experiments with gasolene-engine railbuses. Steam operation was resumed in 1909 with a third loco bought from the BRB&L; a new passenger car and a baggage car were added, amid high hopes.

Alas, the development of the automobile, which reached the islands by ferry, meant gradual reduction of patronage on the slim-gage. Rising costs added their burden. The last trip was made in 1917, same year as the Martha's Vineyard trolley line, and both roads were sold for scrap metal to reclaim and hurl at Kaiser Wilhelm II.

9 ***How many trolley lines ever operated in Nevada?***

Only two companies, says our *Transit Topics* editor, Steve Maguire, and

both were in Reno: Nevada Interurban Ry. and Reno Traction Co. Their stories were told in the book, *Railroads of Nevada*, by David F. Myrick, Vol. 2, published in 1963 by Howell-North Books.

10 ***Does the U.S. Army still train soldiers on steam locomotive operation and maintenance?***

Yes, at Fort Eustis, Va., and we understand such training will continue as long as there are steam locos in use in any part of the world where U.S. troops may be sent. Several standard-gage 2-8-0's, property of Uncle Sam, are in operation for training purposes.

11 ***When did the Osgood Bradley Car Co. go out of business?***

It became a division of the Standard Steel Car Co. in 1910, and became the Pullman-Bradley division after Pullman, Inc., had acquired Standard Steel Car Co. in 1930. The name (without hyphen) came from Mr. Osgood Bradley, who began building wagons and coaches at Worcester, Mass., back in 1820. By the early 1830's he was building railroad cars for what was then a new industry. Eventually his firm produced horsecars, electric trolley cars, subway and elevated cars, and both passenger and freight cars for railways of many gages in many countries.

12 ***Where can I find a copy of Cy Warman's poem, "Will the Lights Be White?"***

Right here. Unlike most railroad verse, it has literary value. The late Cy Warman was a Denver & Rio Grande engineer and a popular writer of poems and stories, some published in book form. The following poem was written in the old days when white, instead of green, was the clear signal and when green indicated caution. (The present colors for signals were adopted shortly before the first World War.)

Oft when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eyes around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown at night,
I look along the line to see
That all the lamps are white.

The blue light marks the crippled car,
The green light signals slow;
The red light is a danger light;
The white light, "Let her go!"
Again the open fields we roam
And, when the night is fair,
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend;
The run seems short tonight;
God only knows what's at the end.
I hope the lamps are white.

Running Extra

Accepting the challenge in our January department to add to Ted Gay's list of different railroads with trains bearing similar names, Sheldon R. Lustig, 1737 Cumberland Rd., Cleveland Heights 18, Ohio, offers these:

Berkshire: NYC, B&M, NH.
Cannon Ball: B&M, LI, N&W-ACL-RF&P.
Capitol Limited: B&O, Ill. Terml.
Chicagoan: AT&SF, NYC.
Cleveland Express: NYC (2 trains), P&LE-Erie.
Colorado Express: AT&SF, CRI&P, FW&DC-C&S.
Columbian: B&O, CMStP&P.
Duluth-Superior Limited C&NW, MStP&SSM (Soo).
Forest City: CNR, NYC.
Gulf Coast Special: RF&P-SCL, FW&DC-C&S.
Interstate Express: NYC, NYC-P&LE, Reading-CNJ-DL&W.
Maple Leaf: GTW-CNR, LV-CNR.
Michigan: NYC, CPR.
Missourian: MP, NYC.
Mohawk: NYC, GTW-CNR, GTW.
Northern Express: IC, PRR.
Ontarian: CNR, CPR-TH&B.
Paul Revere: NYC, B&M.
Pittsburgh Express: NYC-P&LE, PRR, DL&W-PRR.
Prairie State: NYC, GM&O.
St. Louis Limited CRI&P-CB&Q, Wabash.
Senator: PRR-NH, SP.
Shoreliner: NH, DSS&A.
Southern Express: IC, PRR.
Sportsman: C&O, NYS&W.
Tomahawk: SP, CMStP&P.

He also adds the following railroads to the names in Ted Gay's list:

Canadian: NYC. Cavalier: PRR. Mountaineer: D&RGW, B&M, Westerner: NYC.

And here are some more listings, added by Steven Rappaport, 2981 Bedford Avenue, Brooklyn, N.Y. 11210:

Chicago Night Express: B&O, NYC.
Governor: PRR, SP.
Midnight Special: NYC, GM&O.
New Yorker: DL&W, NH, PRR-Southern.
Statesman: SP, PRR.
Varsity: Monon, CMStP&P.
Liberty Limited: PRR, NYO&W.

Steve also adds these railroads to Ted Gay's list:

Chicago Express: C&NW. Twilight: NYO&W.

Query from a retired Southern Pacific hogger, R. Hervey Angier, 402 Channing Ave., San Antonio, Texas 78210: "Long ago, when the SP was testing AB brakes over the Siskiyous, I worked several weeks on a work-test engine with inventor Johnson, testing his new air-hose connector. He had in mind signal and steam connections as well, but started on air only. What eventually happened to Johnson and his connector?"

Information on Toledo & Western loco No. 405 is wanted by L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603, who has a photo of her, a 4-4-0 apparently built by Baldwin.

"I have an 1869 map of the Western & Atlantic and connections which shows the Selma, Rome & Dalton between Kingston, Ga., and Selma, Ala.," writes J.C. Fleming, 1243 Westridge Rd. S.W., Atlanta, Ga. 30311. "When was the SR&D built and what became of it?" (This line long ago became part of the Southern.)

In answer to several requests, we know of no extensive chronology of U.S. railroad history currently available. Researchers should try the reference departments or vertical files of large public libraries, which may have copies of an old chronology issued by the Association of American Railroads but no longer published.

Commenting on an item in our June '68 department, Wade B. Hall, 715 N. 70th St., Seattle 3, Wash., writes: "The town of Tenino, Wash., was not named after a loco, but after a boxcar used as a station about 1878 at the junction of the Northern Pacific and the Olympia & Chehalis, where the town later developed. The boxcar was No. 1090 (ten-nine-o), hence Tenino. Other such names in Washington: Meetum, which was a station on the Great Northern where double track ended east of Seattle, and trains entering and leaving the city met until about 1916; and Startup, on the GN mainline on the west slope of the Cascade Mountains, named for a Mr. Startup who operated a large lumber mill there."

Regarding Baldwin loco serial numbers (discussed in our Aug. and Nov. '68 issues), Ivan W. Saunders, 304 6th St., Glassport, Pa. 15045, notes: "From what I gather concerning Baldwin, I wouldn't bet that the 3,580 locos built by BLW in 1918 were all steamers. Baldwin assigned builder's numbers to engines as they came out of the erecting shop, rather than pre-assigning a series of numbers to a series of engines, as Alco and Lima customarily did. Some of those 3,580 numbers went to electric mine locos and probably also to railway gun carriages and other military items being built for World War I. As far as I know, all such products were given Baldwin plates with the numbers in chronological sequence regardless of the type of equipment. I've seen photos of small mine locos with plates pretty nearly as big as the engines!

"When American Locomotive Co. was formed in 1901, some big brass decided that the companies which had merged to form Alco had built a total of about 25,000 locos; so Alco started off with serial number 25,000 and assigned numbers to its various subsidiary plants as orders were received. In 1912-13, Alco's Brooks plant rebuilt some New York Central 2-8-0's built around 1905 to 2-8-2's and gave the rebuilt engines new builder's numbers. I understand the plates then carried both old and the new numbers, though I never saw any. Can anyone verify this?"

Information on the old Quincy & Torch Lake RR., a northern Michigan copper country narrow-gage, is sought by Gary Marsh, 65-A Lapidge St., San Francisco, Calif. 94110. Line was abandoned about 1942; Gary wants to know if any of its tracks or rolling-stock still exist.

Details attending the birth of John Jeter, Jr., on a railway train Nov. 18, 1925, are wanted by Scott Boone, 123 Eufala St., Gulf Breeze, Fla. 32561. He says that a blast from a nearby oil well blew out the loco's fire, but the train with the newborn infant continued across the oil field on steam remaining in the boiler.

"I have an instructional model of the Stephenson valve gear made of brass and iron," writes C. Warren Anderson, Box 832, Sussex, N.B., Canada. "It is marked 'Schwab & Sergomb, Mfrs., Milwaukee, Wis.—Instructor No. 1' and measures 29x9½ inches. Can anyone tell me who made it and when?"

Answering John Logacz's question (Jan. issue) about which roads have purchased the most diesel units, Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124, says: "I don't think any other railroad can top the Pennsylvania, which bought the following diesels up to the PRR-NYC merger of Feb. 1, 1968: Alco, 509; Baldwin, 643; Electro-Motive (GM), 1,543; General Electric, 165; Fairbanks-Morse, 200. Not all were in service up to the merger, however. Recent roster figures of the merged Penn Central show staggering totals of current ownership, not even counting perhaps 1,400 units scrapped by both roads: Alco, 874; Baldwin, 257; Electro-Motive, 2,595; GE, 321; F-M, 58."

The poem allegedly written by an engineer as his own epitaph (item 8, Jan. *Information Booth*) appears also in at least two places in Canada and two in England, according to Sanborn S. Worthen, editor of *Canadian Rail,* published by Canadian Railroad Historical Assoc., Box 22, Station B, Montreal 2, P.Q., Canada. "Since the two locations in England date from 1857 and 1840, it is doubtful that the 28-year-old Chicago & Mississippi hogger could have originated it," he says. "This was written up in *Canadian Rail*, Nov. '66."

Referring to item 10, same issue, he adds that Bowaters Pulp & Paper Co., Corner Brook, Newfoundland, has about 6 or 7 miles of 42-inch-gage private railway on its property. "The equipment at Pinafore Park amusement railway came from the old Huntsville & Lake of Bays, a portage line in mid-central Ontario. Gage was originally 3′, 8½″, later changed to 3½ feet."

"About 1894, the state of Texas built the Texas State RR. between Palestine and North Rusk, as an auxiliary to the state prison at the latter town," writes Sgt. Don A. Bromberg, USAF (Retd.), U.S. Soldiers' Home, Washington, D.C. 20315. "This line was leased to the Texas & New Orleans for years, and then returned to state operation. Still later, T&NO absorbed it. Is this the line now being operated as the Northern Division of the Texas South Eastern?"

Movie "In the Heat of the Night" was shot at Sparta, Miss., not Illinois as our Jan. department stated, we learn from R. C. Cunningham, Kieron Moore, and Wm. F. Nedden.

Copies of 36-page *Cliff Merritt RR. Coloring Book* for young future railfans may be had by writing to Cliff Merritt, Brotherhood of Railroad Trainmen, 666 Euclid Ave., Cleveland, Ohio 44114.

Retired Penn Central cabooses, some built in 1930's, may be had at prices reportedly ranging from $500 to $700. Sales agent is G. J. Munderville, Penn Central Station, 30th St., Philadelphia, Pa.

Memo from Barbara: Now and then over the years, readers have tactfully asked why I never seem to grow older, judging from the portrait used in my department. That picture was made when I first joined the *Railroad Magazine* staff. I rather like it. So does my editor, Freeman Hubbard, who adopted it as a trademark for the *Information Booth*. Now, however, at my insistence, he has retired the teen-age-type portrait and substituted a recent photo of me. Here's looking at you!

Steam Locomotive Wheel Arrangements

Many readers have asked us for an all-time list of steam locomotive wheel arrangements. Years ago, the Whyte classification system was devised to describe loco types by numerals indicating leading wheels, drivers, and trailing wheels, in that order. Most major types have been referred to by names assigned more by popular acceptance than by official order, though the originators of some types designated their names. Several types were known by more than one name.

All this fascinates Frank R. Lester, c/o Lasco Corp., 5362 Paradise Rd., Las Vegas, Nev. 89109, who compiled the following list from his own research and responses from other readers to his request for information in our June, 1968, issue. This includes wheel arrangements used abroad as well as domestic types. Names shown are usually those most commonly used to describe each type, or, in a few cases of unique types, the names such engines actually bore. Some types which never had widely-used names are shown with names locally applied to them by their users, or with the names of their originators. We purposely omit a few types which are difficult to describe by the Whyte system, such as cog-railway locos, geared engines (Shay, Climax, Heisler), monorail locos, and steam-turbine-electric types, whose driving-wheels were not coupled.

Tank Locos

0-4-0T Li'l Joe (B&O); 0-6-0T; 0-8-0T; 0-10-0T Reuben Wells; 0-12-0T.

0-2-2T; 0-4-2T; 0-6-2T; 0-8-2T; 0-12-2T.

0-2-4T Cycle; 0-4-4T Forney-coupled; 0-6-4T Forney 6-coupled; 0-8-4T (Asian).

0-4-6T Fairlie 4-coupled; 0-6-6T Fairlie 6-coupled.

2-4-0T Plantation; 2-6-0T; 2-8-0T Uncle Dick (AT&SF).

2-2-2T Pioneer; 2-4-2T; 2-6-2T; 2-8-2T; 2-10-2T; 2-12-2T.

2-2-4T (British); 2-4-4T; 2-6-4T Adriatic; 2-8-4T; 2-10-4T; 2-12-4T.

2-4-6T; 2-6-6T Breckenridge; 2-8-6T.

4-2-0T Hackensack; 4-4-0T; 4-6-0T; 4-8-0T.

4-4-2T; 4-6-2T Victorian; 4-8-2T (African).

4-2-4T C.P. Huntington; 4-4-4T; 4-6-4T Baltic; 4-8-4T.

4-6-6T; 4-8-6T.

4-6-8T (Asian).

Articulated Tank Locomotives

0-4-4-0T; 0-6-6-0T; 0-8-8-0T; 2-4-4-2T; 2-6-6-2T; 2-6-2+2-6-2T; 2-8-8-8-2T Matt H. Shay (Erie triplex); 2-8-8-8-4T (Virginian Ry. triplex); 4-6-2+2-6-4T; 4-6-4+4-6-4T; 4-8-2+2-8-4T; 4-8-4+4-8-4T.

Locomotives with Tenders

0-4-0 Four-coupled; 0-6-0 Six-coupled; 0-8-0 Eight-coupled; 0-10-0 Ten-coupled.

0-2-2 Planet, Rocket; 0-4-2; 0-6-2 (Central RR. of Pa.); 0-8-2 (Illinois Central); 0-10-2 Union (Union RR.).

2-2-0 San Gabriel; 2-4-0 J.W. Bowker, Montezuma, *et al.*; 2-6-0 Mogul; 2-8-0 Consolidation; 2-10-0 Decapod; 2-12-0 Centipede; 2-2-2-0 (European).

2-2-2 Jenny Lind; 2-4-2 Columbia; 2-6-2 Prairie; 2-8-2 Mikado; 2-10-2 Santa Fe; 2-12-2 Javanic; 2-2-2-2 (European).

2-6-4; 2-8-4 Berkshire; 2-10-4 Texas.

4-2-0 Sandusky, Lafayette; 4-4-0 American, Eight-wheeler, American Standard; 4-6-0 Ten-wheeler; 4-8-0 Twelve-wheeler; 4-10-0 Mastodon.

4-2-2 Bicycle (Reading RR.); 4-4-2 Atlantic; 4-6-2 Pacific; 4-8-2 Mountain, Mohawk (N.Y. Central); 4-10-2 Southern Pacific; 4-12-2 Union Pacific.

4-2-4 Dorothy; 4-4-4 Reading, Lady Baltimore (B&O), Jubilee (CPR); 4-6-4 Hudson; 4-8-4 Northern, Niagara (N.Y. Central), Pocono (DL&W); 4-14-4 (U.S.S.R. experimental); 4-4-4-4 Geo. H. Emerson (B&O), (PRR class T-1); 4-4-6-4 (PRR); 4-6-4-4 (PRR).

4-4-6 Thule (European).

6-2-0 Stevens-Crampton (Camden & Amboy).

6-8-6 (PRR steam turbine experimental); 6-4-4-6 (PRR class S-1).

Articulated Locos with Tenders

0-4-4-0 Mountaineer, Fairlie Double-ender; 0-6-6-0 Old Maude (B&O), Moffat; 0-8-8-0 Angus.

0-4-4-2 (Asian).

2-4-4-0; 2-6-6-0; 2-6-8-0 (Great Northern); 2-8-8-0 Bull Moose (UP).

2-4-4-2; 2-4-6-2; 2-6-6-2 Prairie Mallet (AT&SF), Mallet Mogul (SP); 2-8-8-2 Appalachian, Mallet Consolidation (SP); 2-10-10-2 Virginian.

2-6-6-4; 2-8-8-4 Yellowstone.

2-6-6-6 Allegheny.

4-4-4-2 (European); 4-4-6-2 (AT&SF passenger Mallet); 4-8-8-2.

4-6-6-4 Challenger; 4-8-8-4 Big Boy (UP).

RAILROAD MAGAZINE VISITS THE

White Mountain Scenic R.R.

Photos by Joseph A. Mannix, 33-18 161st Street, Flushing, N.Y.

The road, which runs through the Apache Reservation in Arizona, has an Indian girl, Rita Bonita, as "news butcher" on its steam-powered train. She is shown discussing cash sales with the conductor, William Echols.

WMS locomotive with ex-Katy coach photographed on a grade last June.

Besides being engineer on the train, Reed Hatch makes doughnuts for passengers.

Conductor's wife put this droll sign on a tough grade of White Mountain Scenic.

Engineer Hatch oils 2-8-2 No. 100 (from old Santa Maria Valley Ry.) before leaving for Apache Springs.

Bill Echols, temporarily acting as a brakeman, signals another WMS engineer to couple up.

Fireman Burt Hatch and his brother, engr. Reed Hatch.

STEVE MAGUIRE'S

TRANSIT TOPICS

IF YOU want to ride the first all-new rapid transit system built in the past 20 years, board one of the multiple-unit electric cars now covering the 15-mile route between Lindenwold and Camden, N.J. These cars are operated by the Port Authority Transit Corp., a fully-owned subsidiary of the Delaware River Port Authority, over a third-rail line passing through Haddonfield and Collingswood and using the right-of-way of the Pennsylvania-Reading Seashore Lines. Official opening date was January 4th.

Steve Maguire

Eventually the route will terminate in downtown Philadelphia, but the line into the big city will not be used until repair and reconstruction is completed on tracks that cross the river on the Benjamin Franklin Bridge. Meanwhile, the shuttle trains formerly operated by Philadelphia Transportation Co. (now SEPTA) are out of service. Buses are temporarily taking their place.

Once the track into Philadelphia is opened, trains will run on a two-minute headway in rush hours and a ten-minute headway the rest of the day. Running speeds between stations, except on the bridge, are scheduled for 70 to 75 miles an hour. This will cut in half the time of the present bus service between Philadelphia and Haddonfield.

The service is operated by Automatic Train Control. Motormen have only to close the doors and start again after each stop. In emergency, the cars can be manually run. Fare from Lindenwold to the western terminal at 16th and Market Steets in the big city is 60 cents, twice as much as the Camden-Philadelphia fare. These rates are equal to prevailing bus fares. Transfers will be issued to SEPTA vehicles in Philadelphia.

PATCO fares are paid by magnetic tickets bought from slot machines at the stations and are passed through automatic data systems as passengers enter and depart from the stations. If a passenger tries to leave at a stop beyond the one his ticket calls for, the machine won't let him out—unless he bribes it with more money!

Each time you present a ten-ride ticket, the slot machine neutralizes part of the magnetism built into it, until, on the tenth ride, all magnetism will be gone, and the robot keeps your ticket.

A REVERSAL of rapid transit prevails in the St. Louis area, where the Illinois Terminal abandoned its fine suburban and interurban lines some 15 years ago. Prior to that abandonment, recalls William D. Combs, 1515 18th Ave. Drive West, Bradenton, Fla. 33505, the IT city trolleys made the run from Venice, Ill., over elevated tracks into St. Louis, in five minutes flat. Now, with el tracks gone, the stinking buses that replaced the fast trolleys take from 46 to 60 minutes for the same distance. Would you call that progress?

Recollections of trolley operation during the flood of 1951, when the Mississippi made its most recent great effort to inundate his city, come from Walter F. Schaffner, 4621 Quincy St., St. Louis, Mo. 63116. "Track crews built elevated tracks where the water was too deep for the motors," he writes, "and service was not interrupted at any time during the flood."

VOTERS approved new rapid transit in only one of three metropolitan areas in the U.S. in last November's election. Those in the other two must have been badly misinformed on mass transportation. The lone bright area was suburbia of the District of Columbia. There the balloting authorized bond issues for extending trackage of the Washington Metropolitan Area Transit Authority beyond D.C. into adjacent counties of Virginia and Maryland, the vote being almost three to one, reports C.G. Parsons, 8416 Conover Pl., Alexandria, Va. 22308.

The results were undoubtedly influenced by a massive advertising campaign launched by civic and business leaders grouped under the Citizens for Better Regional Transportation, which saturated radio and television audiences with paid pro-transit ads just before the elections. The last obstacle to the subway system is a recalcitrant Congress, which has already withheld the District's $208.7 million share until the city's freeway projects are launched "beyond recall."

Rapid transit lost out in Atlanta and Los Angeles. According to Elmer J. Braswell, Jr., 1581 Melrose Drive S.W., Atlanta, Ga. 30310, the public turned down bonds in all three Atlanta districts which voted on them. The Metropolitan Atlanta Rapid Transit Authority had planned a modest 40.3-mile rail system, to cost $377 million. Its future is now in doubt.

Los Angeles County, Calif., where a 60 percent vote was needed to approve a $2.5 billion bond issue to build an 89-mile rail system, gave less than a majority of affirmative votes. There the public showed a trend to negative voting. Besides rapid transit, they rejected such proposals as property tax relief and bonds for higher education and renovation of rundown school facilities.

NEW JERSEY, by reason of its vote for a $640 million transportation bond issue last November, is promised very sizeable commuter transit improvements, including electrification of the New York & Long Branch Railroad south of South Amboy to its terminal at Bay Head, N.J. The Jersey Central mainline between Newark and Bound

Collection of John Papp, 58 Woodlawn St., Schenectady, N.Y. 12306

Independence Day, 1904, must have been fairly cool in Schenectady, N.Y., judging by the clothing on the local gentry. The parade was over, and trolley operation had resumed on State St. with local cars and interurbans.

Brook, N.J., also will be electrified.

Also assured are new electric cars to replace the present Erie Lackawanna equipment on the lines out of Hoboken to Dover, Gladstone, and Montclair, and extension of the Montclair line to connect with another EL line at Mountain View, N.J.

MOSCOW'S subway not only gives the rider a clean, fast ride for five kopecks (about a nickel) but provides an exhibition of paintings and sculpture in its stations and a review of Soviet industry. During rush hours, every minute and a half a train rolls into a station decorated with fancy chandeliers, murals depicting glories of the recent past, and, in some places, polished tile floors. Most of the "underground palaces," as the Russians call them, date from 1935, but they still glisten like new, thanks to the hard-working women who mop, wipe, sweep, and shine them day and night.

As Moscow grows, new lines are tunneled to the far reaches of the city. At present, 76 miles are in operation. The chief engineer, Arkady Bakunin, says 7,200 trains carry 4.2 million passengers a day, on an average.

Freeman Hubbard, who traveled last summer in the subway of Leningrad (the former Czarist capital of St. Petersburg) reports that it, too, is fast and beautiful and is kept much cleaner than the New York subway system, with which he is more familiar.

ONE year after the devastating fire that destroyed its Mason City car barns and equipment, the Iowa Terminal Railroad, instead of being close to abandonment as had been expected, is, in fact, in excellent shape, reports Ronald D. Sims, 2717 Cornell St., Des Moines,

Policemen ride New York subway and elevated trains at night to help reduce crime.
Photograph from Trial magazine

Ia., 50313. A new all-steel shop has been erected, with electrically-operated overhead doors, an electric overhead traveling crane, and mercury vapor overhead lights. The shop's two tracks can hold up to six pieces of equipment safely indoors.

Former Southern Iowa motor 400 is now ITR 52, replacing a similar Baldwin-Westinghouse motor burned in the fire. From the Iowa Electric Light & Power Co. the ITR has bought one-time Cedar Rapids & Iowa City motor 52, which will be cannibalized for parts.

Ed Allen, the ITR master mechanic, was fortunate in finding a large supply of parts for the Baldwin-Westinghouse electric motors at Sand Springs, Okla., where in past years Sand Springs Ry. had operated electric locomotives.

At Charles City, Ia., where a separate division of the same ITR was badly damaged by a tornado last summer, three diesels have replaced the old electric motors, the latest diesel being a 70-tonner, ex-Marianna & Blountstown. From the former electric operation, only passenger car 101 (formerly No. 50) will be retained for private use along the railroad on special trips behind a diesel. Motor 303 is now at Mason City.

New Electric Publications

Steubenville, East Liverpool & Beaver Valley Traction, **by Joseph M. Canfield, has 29 pages, 8½x11″ with soft cover and staple binding, is a recent issue of *Electric Traction Quarterly*, published by James D. Johnson, P.O. Box 52, Wheaton, Ill. 60187, selling for $4 a year (four issues). The SEL&BVT issue contains a short history of the line that served industrial towns along the Ohio River between Steubenville, Ohio, and Beaver, Pa., from 1888 until 1939. Known as the *Streamline* (long before the days of Raymond Loewy), it remained in operation largely because of the well-populated industrial nature of its operating area. The publication contains photos of equipment, reproductions of forms, a map, and roster.**

A Century of New South Wales Tramcars, Vol. 2 (1903-'08), **by K. McCarthy and N. Chinn, was published by the South Pacific Electric Co-operative Society, Box 103, G.P.O., Sydney, N.S.W. 2001, Australia. This is a 199-page hardcover book, 7½x9½″, printed on excellent paper and illustrated. It covers the history of trams in Sydney and Newcastle, N.S.W., in their early years, with photos and detailed rosters. The SPER, which published this, the second book in an historical series on the system, operates a tramway museum at Loftus, near Sydney.**

Traction Heritage **comes out six times a year. Each issue contains full page reproductions of old articles from *Street Railway Journal* and its successors. Each issue has 50 pages, 8½x11″, with soft cover, and is sold for $2 by Vane A. Jones Co., 6710 Hampton Dr. East, Indianapolis, Ind. 46226. Of particular interest is issue No. 4, which contains, in addition to several articles, a complete list of street railways of the U.S. and Canada for the year 1891. This is a choice piece of history, including many horsecar lines and cable lines at their prime and electric railways in early years. Even though the trolleys had been operating successfully for only five years, the list mentions about 250 such lines.**

Survey of Electric Railway Museums, 1968, **edited by James W. Walker, Jr., for the Association of Railway Museums, 11307 Long Beach Blvd., Lynwood, Calif. 90262, and priced at $1.25, is a 50-page illustrated list of all trolley museums in the U.S. and Canada, both operating and non-operating, with detailed rosters of each. If you want to find data on any museum trolley or the location of any museum, you need this 8½x11″, soft-cover staple-bound book.**

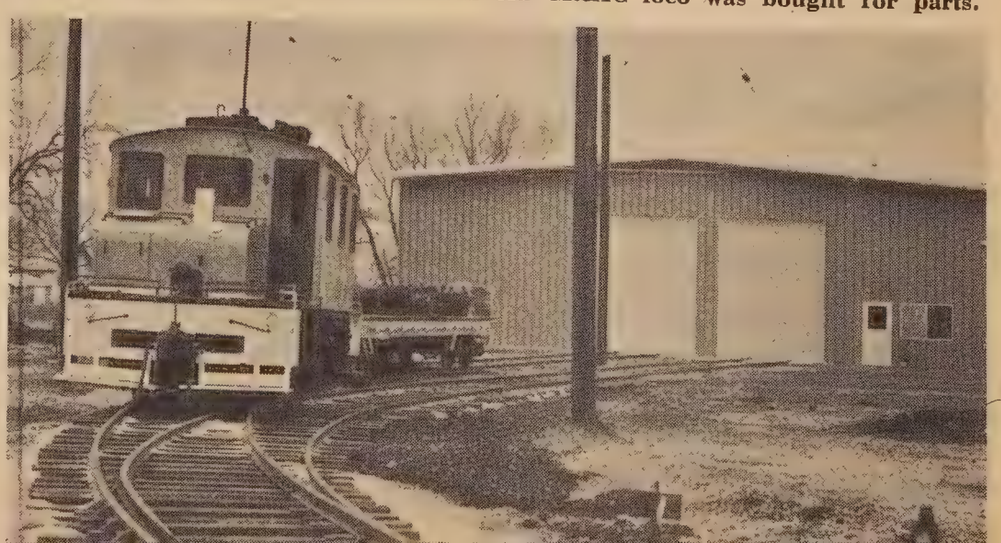
Running Journal, **published six times a year by The Tramway Museum Society of Victoria, 141 High St., Prahran 3181, Victoria, Australia, contains 16 illustrated pages of news of the tramways at Melbourne, Bendigo, and Ballarat and sells at $2.10 (Australian) for a year's subscription. The Society is building a museum for eventual operation of cars from New South Wales systems and is presently seeking a site.**

Cincinnati Streetcars: No. 2, the Inclines, **by Richard M. Wagner and Roy J. Wright, 72 pages, 8½x11″, soft cover, staple-bound, is available at $3.35 from Wagner Car Co., 59 Euclid Ave., Wyoming, Ohio 45215. This is the second in a series that will eventually comprise an all-time history of Cincinnati streetcars. It is devoted to the five incline railways in that city's history. After the first inclined line had been built in 1871, entertainment resorts were established at the top of four of the five lines. An account of each incline is presented separately and is well illustrated.**

Ideas and Standards for HO Trolley Layouts **is an 8-page brochure published by Raymond F. Radway, 22495 Ray Ave., Detroit, Mich. 48223, and selling for 75¢. It offers tips on the proper way to install track, on overhead wire construction, the use of soldering irons, electrical wiring, etc., and is especially helpful to the novice building such a layout.**

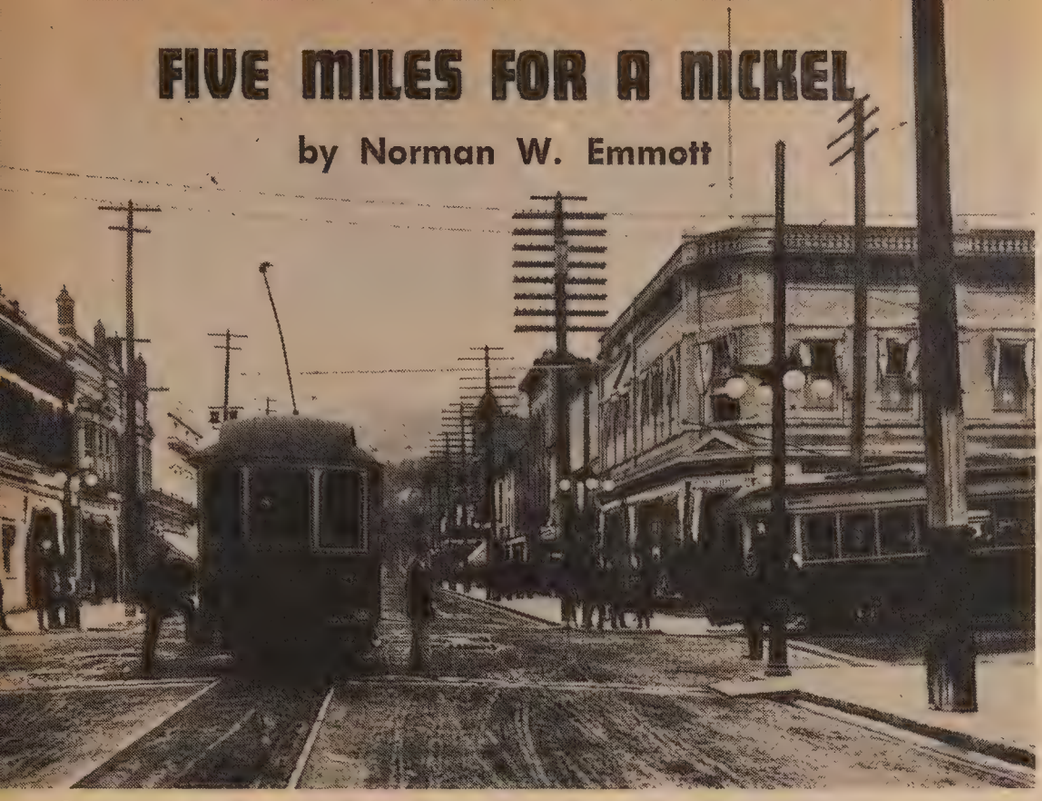
Ronald D. Sims, 2717 Cornell St., Des Moines, Iowa 50313

New shop of Iowa Terminal Railroad's Mason City Division at Emery replaces the facilities lost in the fire of Thanksgiving, 1967. Former Southern Iowa Railway electric loco No. 400 has become the second Iowa Terminal No. 52, replacing a similar loco also ruined in the fire. An old CR&IC loco was bought for parts.



FIVE MILES FOR A NICKEL

by Norman W. Emmott



Corner of Stanley and Baker Streets, Nelson, B.C., about 1920. The two trolleys formed the total rolling stock of Nelson Street Railway Company at that time.
Provincial Archives, Victoria, B.C.

IT'S a big province, British Columbia, bigger than Texas, with big trees, big, sprawling ranches, snow-capped mountains, and great rivers. But for 50 years it had a short streetcar line. That line ran 5.2 miles up and down the hilly streets of Nelson, B.C. —a community which was incorporated as a city 70 years ago but is still a modest-sized town. Today's population barely exceeds 10,000; in the 1930's it was about 5,000. The town had to wait until the late 1940's to acquire its first traffic light.

For half a century, when the interior of the province was a lot closer to the frontier than it is now, two or three red trolley cars and a sweeper patrolled the uphill-and-downdale line. Residents of the tough, brash smelter-city of Trail, 50 miles away—Nelson's perennial rival—had to admit that Nelson had streetcars but Trail hadn't.

The line got its start just before the turn of the century when the Kootenay country was booming. Atop a mountain not far from Nelson, a mule had kicked a piece of rock loose from a boulder, exposing a rich vein that became Silver King Mine. Other mines sprang up. Ten miles west, the West Kootenay Light & Power Co. constructed a dam and a powerhouse. A busy shipyard in Nelson built and repaired the sternwheelers and tugs which plied Lake Kootenay.

In those bright days, the air smelled of money. Nelson businessmen demonstrated this fact to the British Electric Traction Co., which operated more than 40 street railways in the British Isles and foreign countries. The big company was interested. Putting up all the money themselves, without selling stock, the Englishmen and their Nelson associates persuaded the local City Council to pass a by-law on May 29, 1899, granting them operating rights in Nelson. Two months later C. S. Drummond, one of the English directors, collaborated with Nelson's Captain T. J. Duncan in driving a gilded spike into a Kootenay tie, after which a banquet and band music got the line off to a heady start.

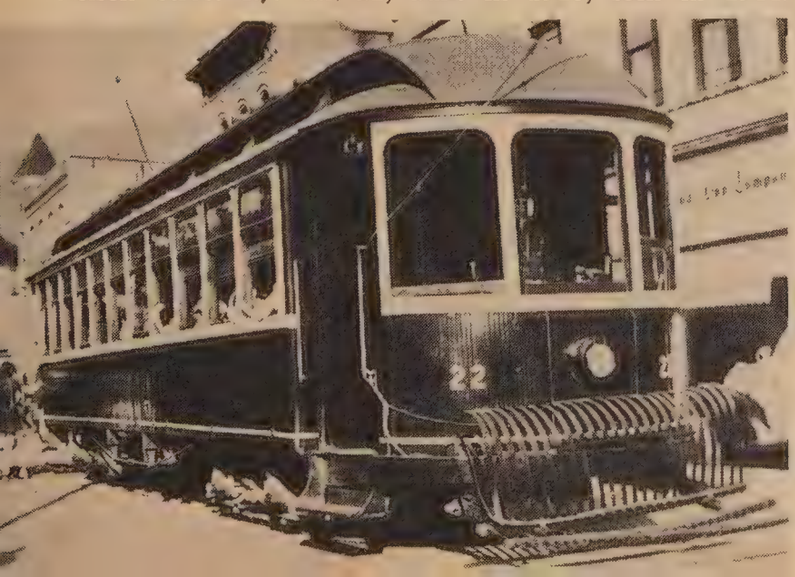
On October 10th, the first two cars were ordered from Canadian General Electric Co. of Peterborough, Ont., which also was to supply all of the system's electrical stock. Company offices were established; a new powerhouse was built. WKL&P strung a transmission line to bring current to the new company's 450-hp. rotary converter.

The first car, double-ended and painted claret red piped with vermillion and with four 40-hp. motors, arrived Nov. 21, 1899; but the rail—45 pounds on the level, 60 pounds on grades—was not ready for it. With its twin, delivered a week later, it stood on a Canadian Pacific track until December 13th, when a 3-mile stretch of trolley track from the city's eastern end to a new skating rink was completed. A mustachioed gentleman wearing a gold chain across his vest threw a switch to start things rolling.

But a motor quickly burned out in the temporary generating equipment. Repairing it delayed the operation for a week. At length, four days before Christmas, 1899, car No. 2 ventured to the east end of Baker Street and back, about a mile, after which No. 1 went over the whole route. Trial runs were successful. Two days later, the line was officially opened for business.

Both photographs by Stephen D. Maguire

Nelson Street Ry. car 22, built in 1910, seen in 1944.



Car 23 was bought second-hand from Cleveland in 1934.

Car 3 of Nelson Electric Tramway, predecessor of Nelson Street Ry., heads for Lakeside Park on Empire Day about 1905.
Provincial Archives, Victoria, B.C.

The first training trip went well, but on the second run, motorman Wilson ignored the warning of electrical engineer Carrey to slow down car No. 3, which got away from him and jumped the track at a curve on a 13-percent grade. In the accident, motorman Peters, who had safely piloted the car up the grade, lost an arm.

The company celebrated New Year's Day by putting No. 2 back into service, but not up Stanley Street until later. Business was good in 1900. The line bought an open car for summer travel to a new amusement resort, Lakeside Park. With the arrival of a new rotary converter and improved hand-brakes, service began up Stanley Street and a spur was built to the new CPR station.

The company had hoped to sell its surplus power to the city, but Mayor Houston vetoed the plan. So one car and its crew were laid off, as a punitive measure. City Council then authorized a by-election to let the taxpayers approve the plan, but they rejected it by 8 votes. The company, in anger, then gave all transit employees a week's notice, and a director came over from England to investigate. Another by-election likewise turned down the plan. In desperation, City Council agreed to buy the surplus power anyway. The two cars went back into service.

For four years the line struggled along. In 1904, having lost money every year, the English parent company leased it to the city for a nominal $5 a year for four years. The local company then stabled its two big cars and ran a four-wheel one-man trolley instead. Under its contract, the city had to refurbish the little transit system before returning it to its owners.

Photo by Stephen D. Maguire

Cars 22 and 21 pass near the waterfront in 1944, before their roofs were rebuilt.

By April, 1908, the line was in good shape, but disaster struck again; the substation caught fire, burning the barn and all three cars to the ground! Still wanting streetcar service, the city asked the British directors to get back into the business. In reply, the directors offered to sell the city what was left of the line for $40,000. After a year of haggling, they settled for $10,000.

Local business men then formed the Nelson Street Railway Co. to rebuild the burned-out barn and substation and resume operation. Ottawa Car Co. built two new cars for them. The route was extended with a loop around uphill streets that included 11 percent grades, making it Canada's steepest trolley line.

Operation was resumed Nov. 8, 1910. Then came another disaster. On December 21st, a car making the first trip over the new extension, on snowy and muddy rails, overtook some men who had been sent to clean the rails. When the motorman slammed on the brakes, brand new car No. 2 slid backward down the 11-percent grade, jumped the track at a right-angle turn, and landed on its side in a ten-foot ravine. In this accident, superintendent Ingram lost a leg.

After that, a provincial government inspector kept the new section closed until the cars were given new air-brakes and until three emergency switches were installed to divert runaway cars up a sand-filled grade. With Westinghouse brakes and sanders installed on both cars and the dangerous grade cut to 8 percent, the line was reopened in June, 1911. Superintendent Ingram hobbled back with a wooden leg to supervise the operation of all 5.2 miles, uphill and down, with three pieces of rolling stock, a sweeper having been bought to keep the rails clean.

From the very first, City Council had pegged the fare at a nickel (half fare for children) and refused to change it for political reasons. By the end of 1913 the line was broke again and the city took it over, issued bonds to pay the former stockholders 50 cents on the dollar, and raised $30,000 to cover the little system's debts and improve tracks and wiring.

The line was now essentially in the shape it retained for 38 years. In 1934 it added another block of track with a loop at one end and bought an additional trolley, No. 23, from Cleveland. The others were renumbered 21 and 22. For three decades it failed to make money but never lost very much. In 1942 and again in 1945 car No. 22 (formerly No. 2) ran away down Stanley Street, but without casualties.

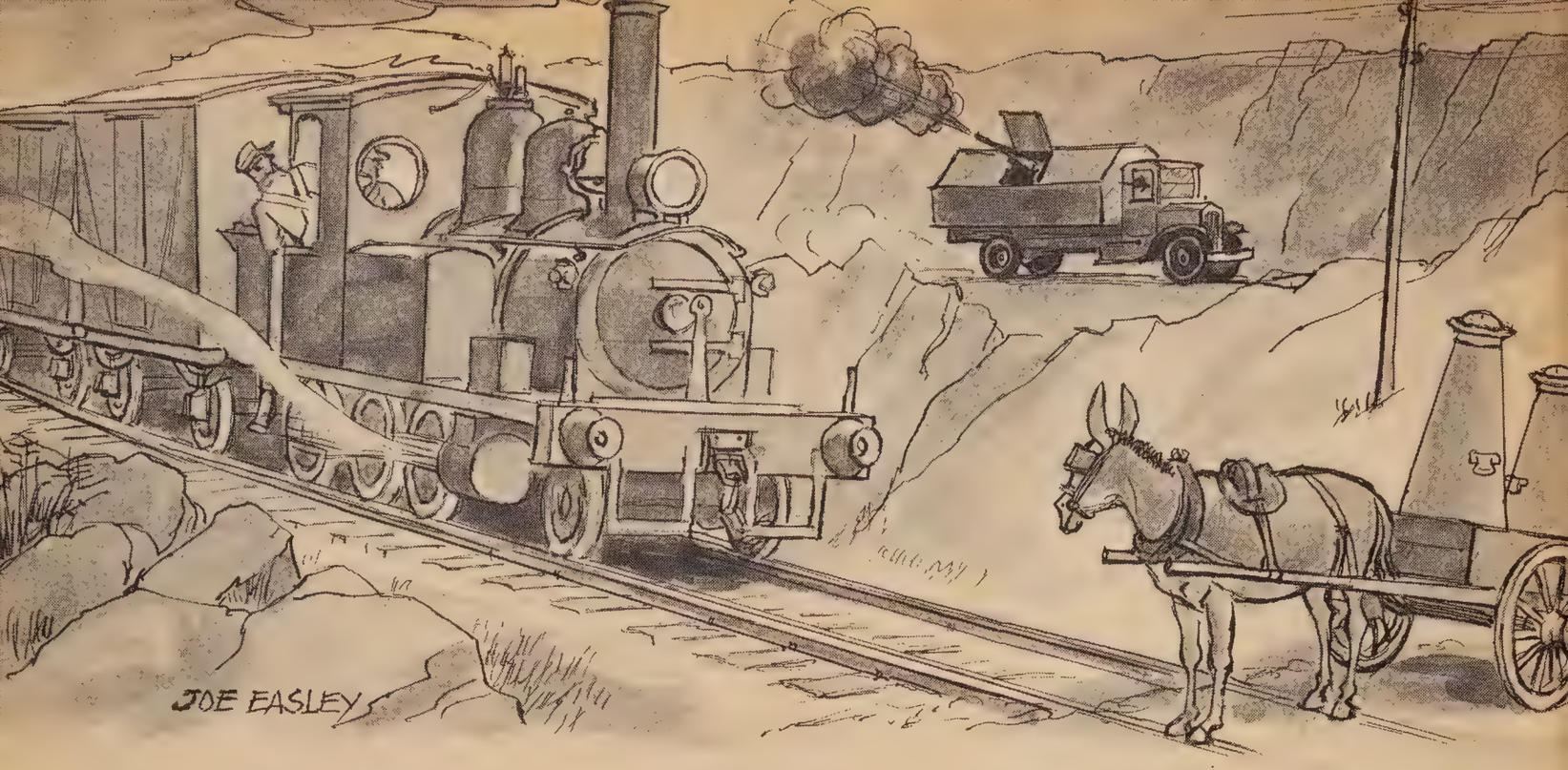
No. 21 in 1946, sporting a new paint scheme and a converted arch roof.
Both photographs by Stephen D. Maguire

This small-scale operation gave Nelson the air of a big city. Even after it had been reduced to only one of the four trolley cars, the squeal-grind-rumble of that single car made a grand sound. In early morning, when mist was still rising from the quiet lake, the song of the wheels could be heard all over town. On the level, at Fairview at the town's eastern end, the car did all right; but the hills, almost in the cable-car class, slowed it down. To traverse the entire 5-mile route took half an hour.

When the streets became completely paved for automobiles, and when buses began to climb the steep hills, the end was not far off. On June 20, 1949, Nelson's last trolley trip was made to the barn, three of its elderly passengers having ridden the first car back in 1899. Buses took over the public transportation, and the rival city of Trail no longer had reason to envy Nelson for its streetcar service.

Two of the 40-year-old cars were converted into lakeside summer houses, while No. 23 was hauled off to a sanctuary 8 miles south of Nelson. Those three pieces of equipment still lie dreaming — and decaying — in the mountain sun. ●

This unnumbered 4-wheel sweeper, bought in 1911, is seen here in Sept., 1947.



A donkey and a cart loaded with milk churns stood mutely on the crossing in the middle of the track.

ONE FOOT IN HEAVEN

True Tale by Arthur P. Hughes

PULLING trains on the old Cork Bandon & South Coast Railway, known locally as the Bandon Line, during the Irish Rebellion in 1920 was no easy job for Matt Mullins. Fighting and railroading don't mix very well.

Matt was short and stocky, about 40, with a mop of graying black hair and devoted to a bit of advice his father had given him as a boy: "For a happy life, always keep out of trouble." Thus far, the clever little engineer had managed to steer a middle course between the extremities of both the Irish Republican Army and their foes, the English "Black and Tans," the latter being the name given to irregular British forces that had crossed the Irish Sea to quell the uprising. As a true son of Erin, Matt sympathized with the rebels, but he took no active part in their campaign. He tried to create the impression that he was a friend of all and enemy of none.

Early one fall morning as usual, he picked his way across the still-dark maze of tracks outside the main terminal of the Bandon Line in Cork to get his locomotive for his daily freight run to and from Clonakility, a village 40 miles away at the end of a rural branch. Gas lamps throwing off a pale yellow light struggled to illuminate the yard, casting long, deep shadows through a heavy drizzle of rain that a soft west wind was blowing in from the Atlantic Ocean. Wisps of steam and smoke, dense with the smell of sulphurous coal, drifted slowly past him to be lost in the overall mist and gloom.

As the clock in a nearby church steeple haltingly chimed the hour of five, Matt came alongside his engine, No. 51, a squat 2-6-0 tank type with a tall stack and a poky cab. She stood in a siding with steam up, already coaled and watered for the run. Tossing his tin lunch can into the cab, he glanced quickly around to see that everything was in order before hoisting himself onto the footplate to join his tall fireman, "Tommy Mac."

The fireman's full name was Thomas John Francis James McCarthy. Blue eyes twinkled beneath his sandy-colored bushy eyebrows that matched thickly oiled air of the same color. Tommy also was one to keep out of trouble except when he "hit the bottle" on a Saturday night and occasionally could be heard on the corner of Shandon and Blarney streets, near his home in Cork, shouting loudly and drunkenly, "To hell with England and the English!" and challenging anyone within earshot to try to shut him up. But by Monday morning he'd invariably be sobered up and careful of his words. Being of a religious turn of mind, the fireman, returning from a day's run, would drop into church and offer a prayer of thanks for not having his train blown off the rails by either side in the Irish war.

"Ah, sure," he used to say, "railroadin' is a fierce dangerous occupation these days, so it is."

On this particular morning Matt Mullins agreed with that sentiment even more than usual, for while he drank some throat-searing whiskey in a local tavern he had accidentally overheard an earnest talk between two slightly indiscreet characters in cloth caps. He learned that guns were being sent to the English garrison at Clonakility the following day and would, if a certain plot succeeded, be diverted to the Republican Army en route.

MATT didn't fancy driving a train that might be raided. If he should stop without putting up some resistance to the raiders, English officials would suspect him of collaboration with the enemy. On the other hand, if he didn't obey the I.R.A.'s demands—well, one locomotive engineer less in the country wouldn't be

missed too much, and the I.R.A. men were "trigger happy" in those days.

So, with grave apprehension, he settled down on his cab seat and slowly backed No. 51 out of the siding onto the main line and then across the end of the yard to where his train of 41 cars and a caboose lay waiting ready to roll. While Tommy Mac was coupling the engine onto the train, conductor "Big Billy" Deegan propelled his hefty body alongside the track toward the head end to give Matt details of the loading and which cars were to be set out at the various stations and sidings. Matt descended to the cinders, walked back, and met the conductor eight car-lengths from the engine.

"All 41 cars are loaded," Big Billy informed him, "except the last eight, which we will drop at Bandon for a load of cattle we'll bring back this evenin'."

Matt rubbed his chin thoughtfully with an oil-stained hand. "I suppose she'll pull them all right," he conceded, adding as casually as he could, "Got any special loads today?"

Billy asked sharply. "Meanin' what?"

Before answering, Matt glanced to each side of him. "I heard there's guns goin' to Clonakility today," he said in a low voice, "and I wonder if they'd be on our train."

Moving closer to Matt, the conductor whispered: "Well, now I haven't been told anything official myself, but three or four cars in the middle of the train have their doors sealed. They were picked up off the sidin' down on the quays alongside a ship just in from England late last night."

"Where are they billed for?"

"Clonakility. Why do you ask?"

"Ah, sure," Matt droned like a man resigned to his fate. "I heard in town last night that guns were goin' down to Clonakility today."

"And I suppose the Republicans know about it?" queried Billy, suddenly getting the same uneasy feeling that Matt had felt since hearing the news. After a brief silence he asked: "Will they be raided, do you think?" A note of fear had crept into his voice.

"Maybe," said Matt cryptically, pulling out his watch. " 'Tis time we were movin'."

He took the orders from Billy's hand and studied them by the light of the conductor's lantern. Then, back in the cab, he settled down for the run. After getting a green light, he looked back to where he could dimly see Billy Deegan's lantern giving the Irish equivalent of a highball. Matt moved the throttle a little, took up the slack, and eased his way onto the main line before opening up fully to storm out of town in a rain of sparks and cinders.

Gathering all the speed he could, he bit into the six-mile grade that began at the yard limit. Soon they fell into a steady rhythm as the beat of the exhaust echoed back at them from the surrounding hills. As they took long sweeping curves, the city lights of Cork sank away below them to the right and were soon lost in the enveloping fog and rain.

THEY pushed on uneventfully at a leisurely pace, stopping here and there to drop off a car or two and shattering the quiet of the countryside with the rattling and banging of loosely coupled rolling stock. Matt said nothing to Tommy Mac about the sealed cars, not because he didn't trust the fireman but because he hadn't yet made his mind what to do in the event of trouble.

The town of Bandon came and went. They set out the empties, took on more water, and began the climb that took them away from lush farms onto desolate boglands. Tommy kept loading the fire with huge lumps of coal to keep up the steam pressure, and Matt became engrossed in peering through the fog at the track ahead.

As they drifted into Clonakility Junction where the branch and main line parted company, squealing flanges told him that they had hit the switch leading into the passing track, and the hissing and shuddering of brakeshoes against steel tires brought the train to a halt just short of the junction itself. Dawn had already broken. Hollow grayness hung over the dripping scene. It was difficult to see anything clearly.

Tommy called out across the cab: "Hey, Matt, come over here a minute!" The engineer moved over, and the fireman spoke in a low tone. "Look behind that clump of trees by the road!"

Matt squinted hard. "Could be an armored truck," he opined, "and there's Black and Tans in it," he added excitedly.

At that moment Jack Clancy, agent at the junction, climbed aboard the engine, shook himself like a dog to get rid of rain water that clung to his coat, and remarked, " 'Tis a bad day."

"I see we have company," Matt said, nodding toward the truck.

"We have that," Jack admitted. "I hear you've got guns on this train, so I expect they'll follow you along the road that parallels the track just in case anyone should try to stop you."

"An ambush?" Matt inquired.

"These days," Jack said casually, "there's always talk of ambushes and holdups and raids. Faith, and I don't take notice of them any more, just do my job." Then, changing the subject: "There's two cars to be picked up from the far end of the sidin' on the opposite side of the junction."

He asked them to spot any cars they had for the place on the track behind the freight shed. Then he slid down to the ground and was soon lost to view in the gray watery elements.

Tommy asked Matt, "What's all this about guns on the train?"

"There's talk about them," said the engineer, "because three of the cars behind us are sealed and came off the sidin' down by the quays in Cork last night. I've heard nothin' definite that they are guns myself, but if yon truck over there follows us when we leave this station, I'll know somethin' special is going on."

Tommy pondered this bit of information for a few seconds and said he didn't like the look of it at all.

"And what can you do about it?" Matt asked. Without waiting for an answer, he continued: "I've no great desire to get caught up in the middle of things any more than you have, and I don't intend to. Just keep calm and leave it to me."

The next fifteen minutes were spent switching cars. When this work was finished they took on more water and then moved off down the branch line.

FOR NEARLY a mile the track rose sharply before it began a long descent across a dreary landscape of sodden bogland, now looking more dismal than ever with the mist and low overhanging clouds. It was a vast expanse of drab grayish brown, broken only by occasional outcrops of black rock and scattered thatched cottages with whitewashed walls that stood out clearly even in this ghostly semi-light. The road to Clonakility kept close to the track most of the way, except for the last mile, where it diverged away from the rails and for a short distance near O'Leary's crossing. There the railroad ran through an outcrop of rock in a cutting, and the highway curved around it.

Both men looked backward as they set off along the branch line. On the left they saw, to their consternation, the armored truck following them, keeping back about a dozen cars away from the engine, with a big nasty gun

trained on the cab. It looked deadly.

"Blessed Mary in Heaven protect us!" Tommy exclaimed. "I've a feelin' that I'll be a dead hero, but I'd rather be a coward and live to enjoy my old age."

Matt called Tommy over to him. "Listen to me now," he began. "I've been figurin' this thing out and it seems to me that if there's goin' to be a raid the most likely place would be at O'Leary's crossin'."

"How do you make that out?"

"Well, 'tis a grade crossin' with a road over the tracks in the wilds of the bog. The sidin' there is protected by signals in each direction." Tommy nodded in assent and Matt went on: "If the signal is against us, we'd stop short of the crossin' in a rock cut that could hide the whole train from anyone on the road."

"But we're never stopped there."

"Not often," said Matt, "but if the signal is set against us we'd have to stop, wouldn't we?"

Tommy nodded agreement.

"So we get stopped without arousin' suspicion," Matt continued, "and then the train gets raided and the raiders make off into the boglands with their loot and 'twould take an entire army to find them. No, Tommy boy, the more I think of it, the more it seems to be a suitable place for a holdup."

"But what about the Tans back there?" Tommy waved a hand vaguely in the direction of the truck. "Sure, wouldn't they upset things?"

"I think the Republican boys can't know about the Tans followin' us like this. If they do, they won't be there; but if they don't know, then there's likey to be a real shootin' gallery made out of things, with us in the center as the main targets."

"Then what will you do about it?" Tommy asked with anxiety.

"I'm goin' to pretend that the train got out of control down this grade and charge past them with the hope that only the signal is against us and no obstruction is placed on the track." Matt spoke with grim determination.

"That's crazy," said Tommy. "I don't like it one bit."

"Do you prefer the alternative? I'm sure that I don't."

Matt grabbed the brake lever and started going through the motions of an engineer who had suddenly discovered that the air brake on his engine wouldn't work.

"Come on over and give the impression that this is an emergency," he called to Tommy, who had merely stood aside watching Matt like a mesmerized animal caught in the glare of a bright light on a dark night.

THE LANKY fireman moved over to Matt and then the pair of them put on a performance that must have convinced even the most skeptical observer. But Tommy kept lamenting the unfortunate predicament that they found themselves in and expressing doubts as to how, at high speed, they would eventually stop the train.

"The last two miles into Clonakility is up grade," Matt said.

"Right," agreed Tommy," but we'll be doin' 70 or more by the time we get to the bottom of it and we'll never slow down enough to stop in time—that is, if we don't jump the track before that," he added unhappily.

"I know what I'm doin'," Matt said.

He yanked down the whistle cord and held it there as an emergency warning that the train was out of control, thrusting his head far out of the cab window, he screwed his eyes up until they were thin slits, peering grimly ahead into the thick atmosphere.

Freight stock on Irish railroads is not fitted with an automatic braking system. This lack, together with the loose type of three-link couplings fitted to all cars, makes train control on down grades a tricky matter, even in the best of circumstances. Factors like wet and greasy rails and a poor brake on the engine or the caboose soon lead to loss of control if speed is not kept down to a very low figure.

And with the weight of the train surging against the locomotive unchecked—for Billy Deegan, the conductor, would not normally apply brakes until the engineer whistled for them—speed was rapidly increasing. The armored truck, bouncing along on the rutted road beside the track, fought a losing battle in its efforts to keep up with the train.

Not until most of the train had slipped away from them did the truck crew realize what had happened, for the mist and fog was so thick that the head end of the train kept fading out of view every now and then, to reappear a few moments later as it struck patches of fog that were thicker or thinner than others. Only when the train vanished and did not come back again did they comprehend that something was wrong.

By that time they were too late to do anything about it, except to let fly a couple of shots in the direction of the train. That did no more than take the roof off a car full of pigs, which added to the confusion by squealing with fright. As for catching up with the train, there was little hope of the truck doing this, for the road surface and the poor suspension of motor vehicles those days precluded high speed.

Faster and faster went the train. The small driving wheels of No. 15, built for hauling heavy loads rather than high speed, were spinning around like children's tops. Pistons and driving rods whirled madly in a crazy blur, while the train behind gradually became a roaring, bucking, twisting snake of cars that reflected the unevenness of the track and the soft boggy nature of the right-of-way. Out across the bogland small herds of sheep and cattle bolted in terror of this screaming monster.

Back in the caboose, Big Billy Deegan hung onto a grabiron, after having twisted the brake wheel in a vain effort to reduce the acceleration when it was too late to be of any use to do so. Beads of sweat broke forth on his brow as he debated whether to jump off or not—a debate lasting so long that in the end the train speed made jumping a more perilous alternative than staying on.

They must have been doing 60 and more when they swung into the long curve which led to O'Leary's crossing. The engine bucked and heaved. Her wheels rose a full inch or more from the rail as the force of inertia strove to assert itself on the mass of moving steel and steam. Angels above or the Devil below must have been watching guard over them, for they continued on their way, lurching wildly. Matt almost missed the signal as it loomed into view out of the gloom, but he caught it—and it was red.

NO ONE knows exactly what happened after this, for no eye witnesses saw the impact. The Republican men in their green uniforms and those with none at all, having heard the wailing of the engine whistle, had concluded that something was wrong, and took off into the bog, to live and fight another battle on another great and glorious day. This left things to Providence and Matt Mullins, but all that Matt had time to see was a glance of a donkey and a cart loaded with milk churns standing mutely on the crossing in the middle of the track.

Matt shouted to Tommy, "Duck fast!"

Both men did so. The only thing they saw was the floor of the cab. They heard a loud bang, followed by a rending of timber. A donkey flew through the air on one side of the cab while half a dozen churns exploding in mid-air deluged the opposite side of the cab with gallons of milk, most of which drenched the crouching form of Tommy Mac.

It was very exciting, but the veteran engineer and fireman were not exactly caught by surprise. They shut their eyes and held on tightly.

A few seconds later both men realized they were still alive and aboard a locomotive frantically racing downhill with more than a mile to go before coming to an up-grade that would help them to bring things under control. Matt was the first to move. Without even looking backward to see if the rest of the train was still following them, he jumped to the brake lever, shouting to Tommy, "Let's get this damned thing stopped!"

Aided by the forces of gravity work ing on the up-grade into the depot, they managed to halt the train just short of the end of the line at Clonakility. In due course, the armored truck rumbled into the station yard. Its crew, also somewhat shaken at having "lost" their train, poured out of the vehicles and ran over to where Matt and Tommy were telling the local agent an "acceptable" version of the incident. The officer in charge of the armored truck strode up to them and wanted to know what had happened.

With a dead-pan expression, Matt said he'd had information of a plot to raid the train that morning, and being a loyal subject of the English King, he had risked the lives of his patriotic fireman and himself rather than permit the guns they were carrying to fall into the hands of enemies. Consequently, he had thought up this plan of a fake runaway to prevent it from happening.

This explanation was accepted with thanks by the officer in charge, who thereupon had the guns taken off the train and sent to their destination.

A few days later, while Matt Mullins was eating at the Clonakility restaurant, two tough-looking men sat down beside him, introduced themselves as representatives of the Irish Republican Army, and demanded an explanation of the events connected with the train carrying the guns.

Matt looked up from his plate of ham and eggs and told them with an innocent expression that patriotic motives had guided his actions. He said he'd learned beforehand of the holdup plot but, upon seeing the armored truck loaded with Black and Tans, he felt that something had gone wrong with the plans and, believing that the I.R.A. should be told about it, he and his loyal fireman had deliberately let the train get out of control. Then he had blown the whistle continuously to give the raiders warning and allow them to get away.

As was the case with the English officer, the I.R.A. accepted this explanation with thanks for his brave act. Later, the gratitude of each side was confirmed by a letter. Eventually, after peace had been proclaimed, the engineer framed both letters and hung them side by side on a wall of his home in Cork. He said they made him feel like a fellow with one foot in Heaven and the other in Hell.

Ferrocarriles Nacionales de Mexico

(National Railways of Mexico) Diesel roster compiled by Sy Reich

RR. Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
DE-1	5000-5004	660	Alco-GE	S1	B-B	22,567	90,266	1944	
DE-2	5100-5102	600	GE	70-ton	B-B	26,082	104,328	1948	3
DE-3	5300	900	Alco Pr.	S6	B-B	26,082	104,328	1956	
DE-28	5400-5416	800	GM-EMD	GA8	B-B	12,900	51,597	1964	
DE-5	5500-5509	1000	Alco-GE	S2	B-B	26,082	104,328	1944	
DE-5	5510-5519	1000	Alco-GE	S2	B-B	26,082	104,328	1950	
DE-5	5520-5522	1000	Alco-GE	S2	B-B	26,082	104,328	1950	
DE-5	5523-5530	1000	Alco-GE	S4	B-B	26,082	104,328	1951	
DE-7	5600-5605 (1st)	1000	MCGE	RS-13	C-C	30,165	120,658	1946	5
DE-6	5600-5605 (2nd)	1000	Alco-GE	RS-1	B-B	27,216	108,864	1950	4
DE-6	5606	1000	Alco-GE	RS-1	B-B	27,216	108,864	1950	
DE-6	5607	1000	Alco-GE	RS-1	B-B	27,216	108,864	1950	
DE-6	5608-5609	1000	Alco-GE	RS-1	B-B	27,216	108,864	1950	
DE-6	5610-5618	1000	Alco-GE	RS-1	B-B	27,216	108,864	1950	1
DE-6	5619-5624 (1st)	1000	Alco-GE	RS-1	B-B	27,216	108,864	1950	4
DE-6	5619-5621 (2nd)	1000	MLW	RS-1	B-B	27,216	108,864	1954	1
DE-6	5622-5624 (2nd)	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1956	
DE-6	5625-5631	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1956	
DE-6	5632-5638	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1956	
DE-6	5639-5643	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1957	
DE-6	5644-5650	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1957	
DE-6	5651	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1958	
DE-6	5652-5656	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1959-60	
DE-6	5657-5663	1000	Alco Pr.	RS-1	B-B	27,216	108,864	1960	
DE-7	5700-5705	1000	MCGE	RS-13	C-C	30,165	120,658	1946	5
DE-18	5800-5805	1310	GM-EMD	G12	B-B	21,206	84,823	1955-6	9
DE-18	5806-5825	1310	GM-EMD	G12	B-B	19,500	78,000	1956	1
DE-18	5826-5832	1310	GM-EMD	G12	B-B	19,500	78,000	1956	1
DE-18	5833-5840	1310	GM-EMD	G12	B-B	19,500	78,000	1958	1
DE-18	5841-5854	1310	GM-EMD	G12	B-B	19,500	78,000	1960	1
DE-18	5855-5864	1310	GM-EMD	G12	B-B	19,500	78,000	1961	1
DE-18	5865-5879	1310	GM-EMD	G12	B-B	19,500	78,000	1963	
DE-18	5880-5889	1310	GM-EMD	G12	B-B	19,500	78,000	1964	
DE-4	5900-5904	1200	MLW	RSD-30	C-C	18,484	78,937	1963	
DE-8	6000-6001	2000	Baldwin	DR 6-4-2000	A1A-A1A	?	?	1945	1,6
DE-9	6100	2000	Baldwin	DR 6-4-2000	A1A-A1A	?	?	1946	1,7
DE-10	6200A-6206A	1350	GM-EMD	F2A	B-B	26,082	104,328	1946	
DE-10	6200B-6206B	1350	GM-EMD	F2B	B-B	26,082	104,328	1946	
DE-10	6207A-6209A	1350	GM-EMD	F2A	B-B	26,082	104,328	1946	
DE-10	6207B-6209B	1350	GM-EMD	F2B	B-B	26,082	104,328	1946	
DE-10	6210A-6213A	1350	GM-EMD	F2A	B-B	26,082	104,328	1946	1
DE-10	6210B-6213B	1350	GM-EMD	F2B	B-B	26,082	104,328	1946	
DE-11	6300A-6308A	1500	GM-EMD	FP7A	B-B	29,257	117,029	1949-50	1
DE-11	6309A-6318A	1500	GM-EMD	F7A	B-B	29,257	117,029	1949-50	1
DE-11	6319A-6327A	1500	GM-EMD	F7A	B-B	29,257	117,029	1951	1
DE-11	6319B-6327B	1500	GM-EMD	F7B	B-B	26,082	104,328	1951	
DE-11	6328A-6334A	1500	GM-EMD	FP7A	B-B	26,082	104,328	1951	1
DE-11	6328B-6334B	1500	GM-EMD	F7B	B-B	26,082	104,328	1951	
DE-11	6335A-6338A	1500	GM-EMD	F7A	B-B	26,082	104,328	1951	
DE-12	6400-6413	3000	BW	DR 12-8-3000	2-D-2	?	263,088	1947-8	1
DE-13	6500A-6501A	1600	Alco-GE	FA-2	B-B	?	?	1950	2
DE-13	6502A-6506A	1600	Alco-GE	FA-2	B-B	27,216	108,864	1951	1
DE-13	6502B-6504B	1600	Alco-GE	FB-2	B-B	27,216	108,864	1951	
DE-13	6505B-6506B	1600	Alco-GE	FB-2	B-B	27,216	108,864	1951	
DE-13	6507A-6516A	1600	Alco-GE	FA-2	B-B	27,216	108,864	1951	1
DE-13	6507B-6516B	1600	Alco-GE	FB-2	B-B	27,216	108,864	1951	
DE-13	6517A-6520A	1600	Alco-GE	FA-2	B-B	27,216	108,864	1951	1
DE-13	6517B-6520B	1600	Alco-GE	FB-2	B-B	27,216	108,864	1951	1
DE-13	6521A-6522A	1600	Alco-GE	FA-2	B-B	27,216	108,864	1952	2
DE-13	6521B	1600	Alco-GE	FB-2	B-B	27,216	108,864	1952	
DE-13	6522B	1600	Alco-GE	FB-2	B-B	27,216	108,864	1952	
DE-13	6523A-6527A	1600	Alco-GE	FA-2	B-B	27,216	108,864	1953	
DE-13	6523B-6527B	1600	Alco-GE	FB-2	B-B	27,216	108,864	1953	
DE-13	6528A-6533A	1600	MLW	FA-2	B-B	27,216	108,864	1953-4	1
DE-13	6528B-6533B	1600	MLW	FB-2	B-B	27,216	108,864	1953-4	
DE-13	6534A	1600	Alco	FA-2	B-B	27,216	108,864	1954	
DE-13	6534B	1600	Alco	FB-2	B-B	27,216	108,864	1954	
DE-14	6600-6601	1500	GM-EMD	GP7	B-B	27,216	108,864	1952	
DE-21	6602	1750	GM-EMD	GP9	B-B	27,700	110,800	1956	10
DE-15	6700-6703	1600	Alco-GE	RS-3	B-B	37,000	148,000	1952	
DE-15	6704-6706	1600	Alco Pr.	RS-3	B-B	37,000	148,000	1956	
DE-16	6800-6819	1600	BLHW	AS-616	C-C	37,000	148,000	1954	1
DE-16	6820	1600	NdeM	——	C-C	37,000	148,000	1963	8
DE-16	6821	1600	NdeM	——	C-C	37,000	148,000	1962	8
DE-19	6900-6901	1600	Alco	RSD-5	C-C	40,824	163,296	1955	
DE-17	7000A-7005A	1750	GM-EMD	F9A	B-B	26,422	105,689	1954	1

DE-17	7000B-7005B	1750	GM-EMD	F9B	B-B	26,422	105,689	1954	
DE-17	7006A-7009A	1750	GM-EMD	F9A	B-B	26,422	105,689	1954	1
DE-17	7006B-7009B	1750	GM-EMD	F9B	B-B	26,422	105,689	1954	
DE-17	7010A-7019A	1750	GM-EMD	FP9A	B-B	26,422	105,689	1956	
DE-17	7020A-7034A	1750	GM-EMD	FP9A	B-B	26,422	105,689	1956	1
DE-21	7100	1750	GM-EMD	GP9	B-B	27,700	110,800	1956	10
DE-21	7101-7107 (1st)	1750	GM-EMD	GP9	B-B	27,700	110,800	1958	1
DE-21	7101-7102 (2nd)	1750	GM-EMD	GP9	B-B	27,700	110,800	1959	
DE-21	7108	1750	?	?	?	?	?	?	
DE-22	7200-7204	1800	Alco Pr.	RS-11	B-B	27,216	108,864	1956	
DE-22	7205-7217	1800	Alco Pr.	RS-11	B-B	27,216	108,864	1958	1
DE-22	7218	1800	Alco Pr.	RS-11	B-B	27,216	108,864	1961	1
DE-22	7219-7293	1800	MLW	RS-11	B-B	29,510	118,040	1963-4	1
DE-24	7294	1800	NdeM	——	B-B	29,510	118,040	1964	11
DE-22	7300-7312	1800	GM-EMD	G16	C-C	25,928	103,710	1958	1
DE-23	7313-7322	1800	GM-EMD	G16	C-C	25,928	103,710	1960	
DE-23	7323	1800	GM-EMD	G16	C-C	25,928	103,710	1960	
DE-23	7400-7401	1800	Alco Pr.	RSD-12	C-C	38,103	152,410	1958	
DE-24	7402-7408	1800	Alco Pr.	RSD-12	C-C	38,862	155,449	1959-60	1
DE-24	7409-7418	1800	Alco Pr.	RSD-12	C-C	38,828	155,313	1960	
DE-24	7419-7423	1800	Alco Pr.	RSD-12	C-C	38,828	155,313	1961	
DE-24	7424-7428	1800	Alco Pr.	RSD-12	C-C	38,828	155,313	1961	
DE-24	7429-7440	1800	Alco Pr.	RSD-12	C-C	38,828	155,313	1961	1
DE-24	7441-7457	1800	Alco Pr.	RSD-12	C-C	38,828	155,313	1962	
DE-24	7458-7472	1800	Alco Pr.	RSD-12	C-C	38,828	155,313	1962	
DE-24	7473	1800	NdeM	——	C-C	38,828	155,313	?	12
DE-25	7500-7512	1800	GM-EMD	GP18	B-B	27,216	108,864	1961	
DE-25	7513-7517	1800	GM-EMD	GP18	B-B	27,216	108,864	1961	
DE-25	7518-7519	1800	GM-EMD	GP18	B-B	27,216	108,864	1961	
DE-25	7520-7529	1800	GM-EMD	GP18	B-B	27,216	108,864	1962	
DE-25	7530-7536	1800	GM-EMD	GP18	B-B	27,216	108,864	1962	
DE-20	8000-8009	1800	GE	UD18B	B-B	28,237	112,946	1955	1
DE-26	8100-8106	2400	Alco Pr.	DL721A	B-B	29,031	116,122	1964	
DE-26	8107-8129	2400	Alco Pr.	DL721A	B-B	29,031	116,122	1964	
DE-26	8130-8144	2400	Alco Pr.	DL721A	B-B	29,031	116,122	?	
DE-27	8200-8214	2500	GM-EMD	GP35	B-B	27,760	111,040	1964	
DE-27	8215-8229	2500	GM-EMD	GP35	B-B	27,760	111,040	1964	
DE-27	8230-8254	2500	GM-EMD	GP35	B-B	27,760	111,040	?	
DE-29	8300-8309	2750	Alco Pr.	DL628	C-C	38,896	115,585	?	
DE-29	8310-8321	2750	Alco Pr.	DL628	C-C	38,896	115,585	?	
DE-29	8322-8331	2750	Alco Pr.	DL628	C-C	38,896	115,585	?	
DE-30	8400-8409	3000	GM-EMD	GP40	B-B	29,031	116,122	?	
DE-31	8500-8521	3000	GM-EMD	SD40	C-C	29,031	116,122	?	
DE-31	8522-8531	3000	GM-EMD	SDP40	C-C	29,031	116,122	?	

Shortlines of Mississippi

Locomotive Rosters Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Bonhomie & Hattiesburg Southern Railroad								
1-2	600	GM-EMC	SW1	B-B	48,800	195,300	1939	1
Columbus & Greenville Railway								
41	566	Whitcomb	65-ton	B-B	44,000	148,000	1944	2
42	566	Whitcomb	65-ton	B-B	44,000	148,000	1944	2
601-605	1500	BW	DRS 6-4-1500	A1A-A1A	55,800	280,000	1946	
606	1600	BLHW	AS-416	A1A-A1A	57,000	286,200	1951	
701-702	1800	GM-EMD	SD28	C-C	89,000	297,100	1965	
Corinth & Counce Railroad								
901	900	GM-EMD	SW900	B-B	69,000	230,000	1960	
902	900	GM-EMD	SW900	B-B	69,000	230,000	1961	
Fernwood, Columbia & Gulf Railroad								
D-1, D-2	380	GE	44-ton	B-B	22,000	88,000	1945	3
D-3	380	GE	44-ton	B-B	22,000	88,000	1945	4
D-4	380	GE	44-ton	B-B	22,000	88,000	(?)	5
D-5 and D-6	380	GE	44-ton	B-B	26,400	88,000	1941	6
600	600	GM-EMD	SW1	B-B	48,320	193,270	1941	7
900	900	GM-EMD	SW900	B-B	57,010	231,170	1957	
Meridian & Bigbee Railroad								
1	1500	GM-EMD	GP7	B-B	52,400	248,000	1952	
102	1750	GM-EMD	GP9	B-B	52,400	248,000	1957	
103	1500	GM-EMD	GP7	B-B	52,400	248,000	1951	8
Mississippi & Skuna Valley Railroad								
3	600	GE	70-ton	B-B	41,280	137,600	1951	9
Mississippi Export Railroad								
44	380	GE	44-ton	B-B	22,000	88,000	1940	10
45	380	GE	44-ton	B-B	22,000	88,000	1941	11
46	600	GE	70-ton	B-B	35,000	140,000	1946	12
47	380	GE	44-ton	B-B	22,000	88,000	1941	6
48	600	GE	70-ton	B-B	35,000	140,000	1951	13
49	600	GE	70-ton	B-B	35,000	140,000	(?)	
50	600	GE	70-ton	B-B	35,000	140,000	1953	14
60	1750	GM-EMD	GP9	B-B	(?)	(?)	1957	
61	1000	GM-EMD	NW5	B-B	(?)	(?)	1947	15
62	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	16
63	2000	Alco Pr.	DL-721A	B-B	(?)	(?)	(?)	
Mississippian Railway								
314	660	Alco-GE	S1	B-B	50,250	201,000	1947	17
321	660	Alco-GE	S1	B-B	50,250	201,000	1950	17
Pearl River Valley Railroad								
?	300	GE	45-ton	B-B	22,500	90,000	1945	18
?	470	GE	65-ton	B-B	32,500	130,000	1949	

Notes on Mexican Roster

Roster is based on data from NdeM's General Supt. of Motive Power and Rolling Stock and is accurate as of July 24, 1968. Locomotive builders: Alco-GE, American Locomotive Co., General Electric Co.; GE, General Electric Co.; Alco Pr., Alco Products; GM-EMD, General Motors-Electro Motive Div.; MCGE, Montreal Locomotive Works-Canadian General Electric; MLW, Montreal Locomotive Works; BW, Baldwin-Westinghouse; Alco, American Locomotive Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) The following units have been scrapped: 5618 (4/29/54); 5619 (2nd) (3/4/60); 5815 (3/22/66); 5819, 5831 (4/21/60); 5835 (11/30/60); 5849 (11/11/61); 5850 (4/4/63); 5859 (4/8/68); 6000-6001, 6100 (9/11/57); 6211A (4/21/60); 6212A (3/4/60); 6213A (10/10/55); 6304A (1/17/67); 6315A (12/30/67); 6316A (9/11/57); 6321B (1/17/67); 6327A (10/10/55); 6328A (8/16/58); 6334A (12/30/67); 6400 (11/29/66); 6403 (1/17/67); 6404 (4/17/67); 6406 (8/8/66); 6407 (12/17/62); 6408 (4/29/54); 6409 (4/25/54); 6410 (10/21/65); 6411 (8/8/66); 6412 (3/29/61); 6413 (1/8/66); 6504A (1/25/68); 6506A (8/16/58); 6512A-6513A (4/29/54); 6517A,B (12/17/62); 6528A (4/8/68); 6808 (9/11/57); 6815 (4/21/60); 6817 (12/17/62); 7003A (1/17/67); 7008A (12/30/67); 7009A (3/4/60); 7021A (4/4/63); 7033A (8/8/66); 7101-7102 (1st) (2/24/59); 7104, 7212 (4/21/60); 7216 (11/11/61); 7217 (3/4/60); 7218 (11/11/61); 7221, 7228, 7233 (7/15/65); 7246, 7247 (3/22/66); 7251 (4/17/67); 7267 (1/17/66); 7291 (3/22/67); 7303 (4/21/60); 7408 (5/20/64); 7431 (12/17/62); 7458 (7/15/65); 8000 2/7/61).

(2) 6500A-6501A, 6522A were sold to Ferrocarril del Sureste (10/18/67).

(3) 5100-5102 were originally Compania Terminal de Vera Cruz 50-52, then NdeM 5100-5102 (1962).

(4) 5619-5624 (1st) renumbered 5600-5605 (2nd).

(5) 5600-5605 (1st) renumbered 5700-5705.

(6) 6000-6001 were originally Baldwin demonstrators 2000-2001, then NdeM 6000-6001.

(7) 6100 originally numbered 6003.

(8) 6820-6821 rebuilt by NdeM from scrapped AS-616's; were originally numbered SLP-4 and SLP-1, then 6820-6821.

(9) 5800-5805 were originally equipped with C-C trucks.

(10) 6602 renumbered 7100.

(11) 7294 rebuilt from parts of scrapped RS-11's; was originally numbered SLP-2, then 7473.

(12) 7473 was rebuilt from parts of scrapped RSD-12's.

Notes on Mississippi Shortlines

Rosters are based on data from officials of the M&SV, M&B, FC&G, FDD&S, A&MR, C&C, C&G, B&HS, SCSPA, Raymond Intrnational, and MT&W, and are accurate as of second quarter, 1968. For the purpose of our rosters, a shortline is defined as a common carrier listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles. Locomotive buildrs: GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco Pr., Alco Products; and Alco-GE, American Locomotive Co.-General Electric Co.

(1) B&HS 1-2 were originally Wabash 103, 102; then B&HS 1-2.

(2) C&G 41-42 originally U.S. Army 8440, 8459; then C&G 41-42 (3/48).

(3) FC&G D1-D2 sold to Fort Dodge, Des Moines & Southern, renumbered 504-505 (10/57); then to Raymond International (1962), then to European Construction Spares (11/64).

(4) FC&G D-3 sold to Arcata & Mad River, renumbered 104.

(5) FC&G D-4 sold to South Carolina State Ports Authority, renumbered 104; then sold to Pittsburgh Metallurgical Co. (3/1/67), renumbered 2.

(6) FC&G D-5 originally New York, Ontario & Western 103, then FC&G D-5, then FDDM&S 503. The FC&G D-6 was originally NYO&W 102, then Mississippi Export 47, then FC&G D-6, then FDDM&S 502.

(7) FC&G 600 originally Elkin, Joliet & Eastern 240, then FC&G 600.

(8) M&B 103 originally Illinois Central 8951, then M&B 103.

(9) M&SV 3 may have been renumbered 1.

(10) ME 44 sold to Crowell Long Leaf Lumber Co.; then to Red River & Gulf, renumbered 44.

(11) Disposition of this unit unknown to us.

(12) ME 46 sold to Mojave Northern, renumbered 4.

(13) ME 48 sold to St. Johnsbury & Lamoille County, renumbered 53 (7/58); then to Hydro-Electric Power Co. of Ontario, keeping No. 53 (7/60); then to East Commercial RR. (2/67).

(14) ME 50 sold to SJ&LC, renumbered 54 (7/58).

(15) ME 61 originally Union Belt of Detroit 2, then ME 61.

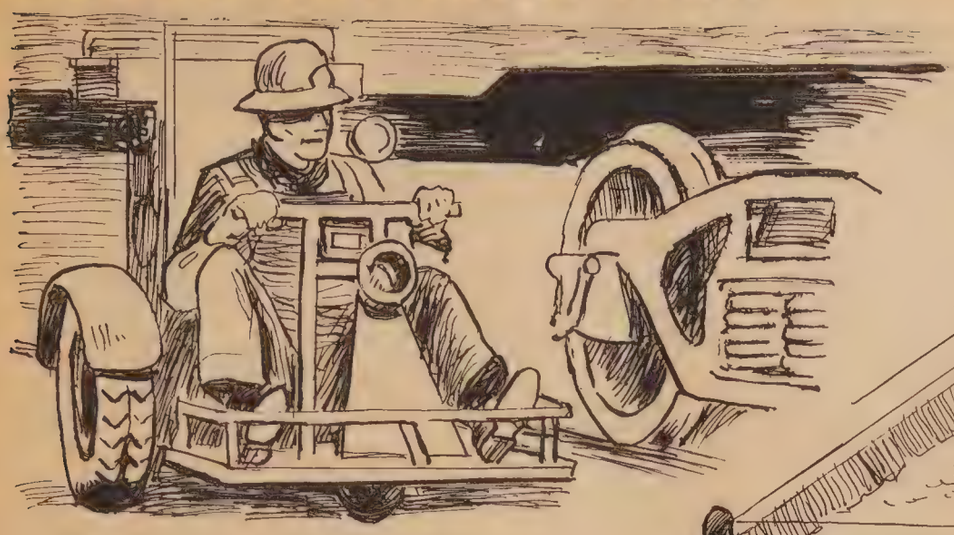
(16) ME 62 originally Detroit, Toledo & Ironton 914; then ME 62 (1961); then Whisler Equipment Co.; then Marinette, Tomahawk & Western 62. It was upgraded by the ME to 1200 hp.

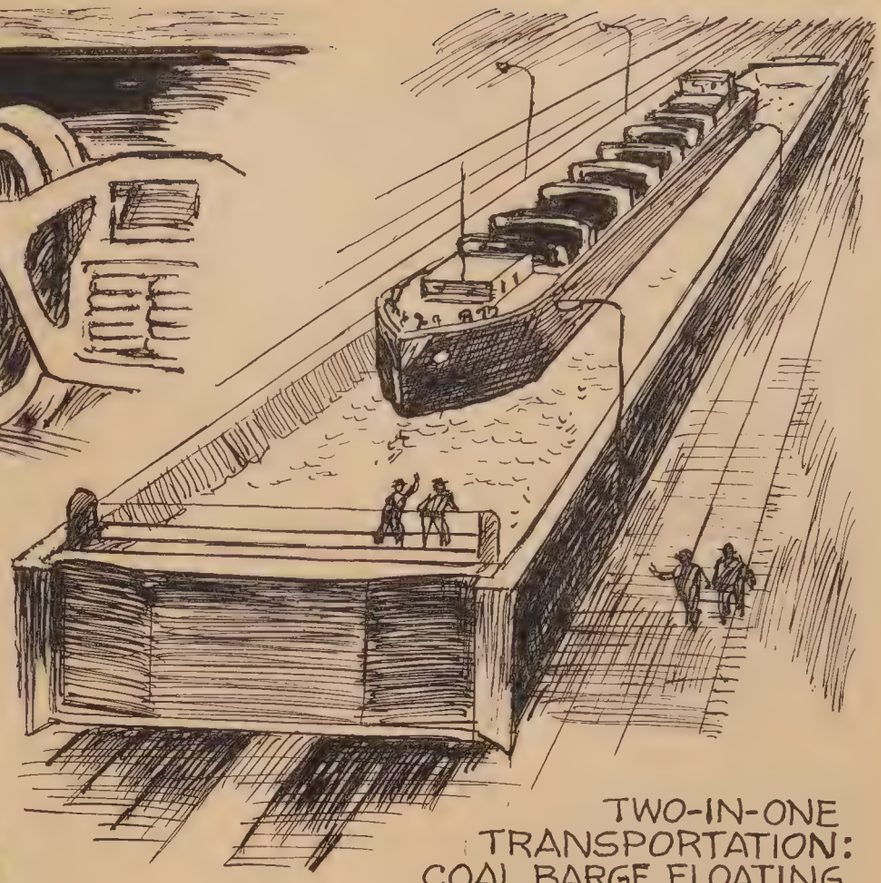
(17) Mississippian 314, 321 originally Erie 314, 321; then Erie-Lackawanna 314, 321; then Mississippian 314, 321.

(18) PRV(?) was sold to Peter Kierwitz Sons Co., and then to Becker Sand & Gravel.

ALONG THE IRON PIKE

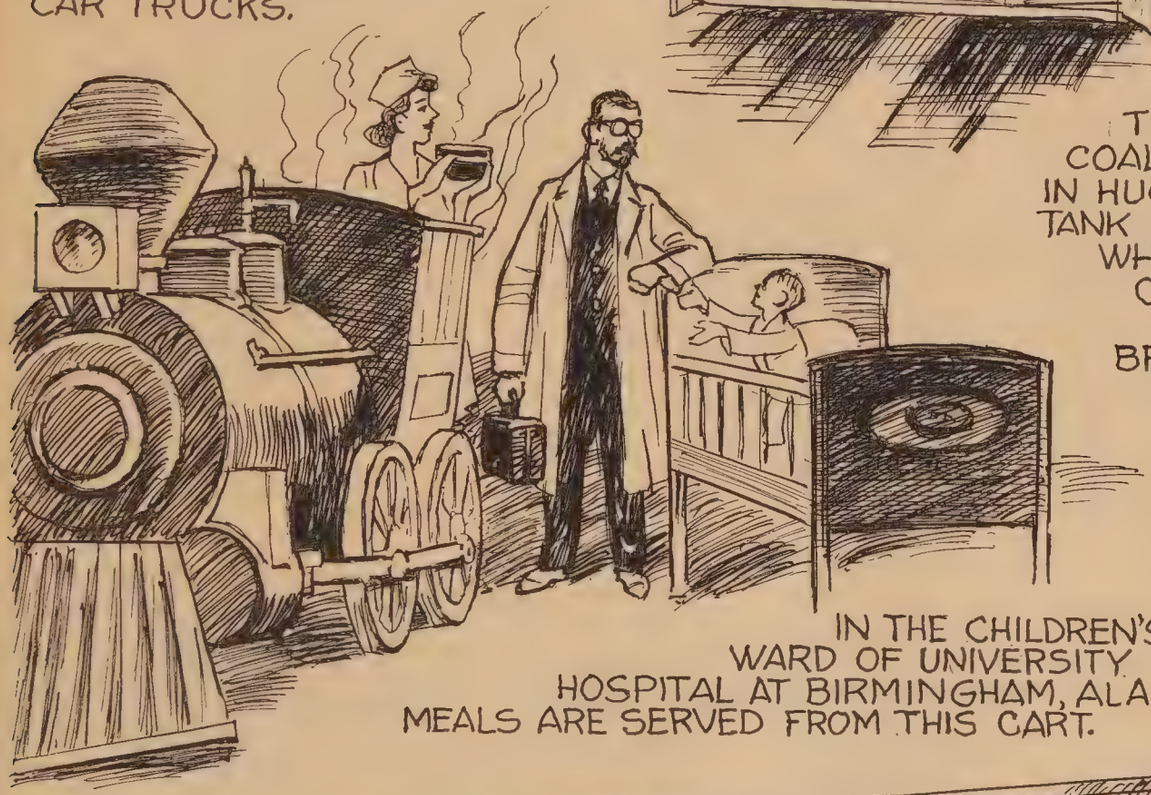
by Joe Easley



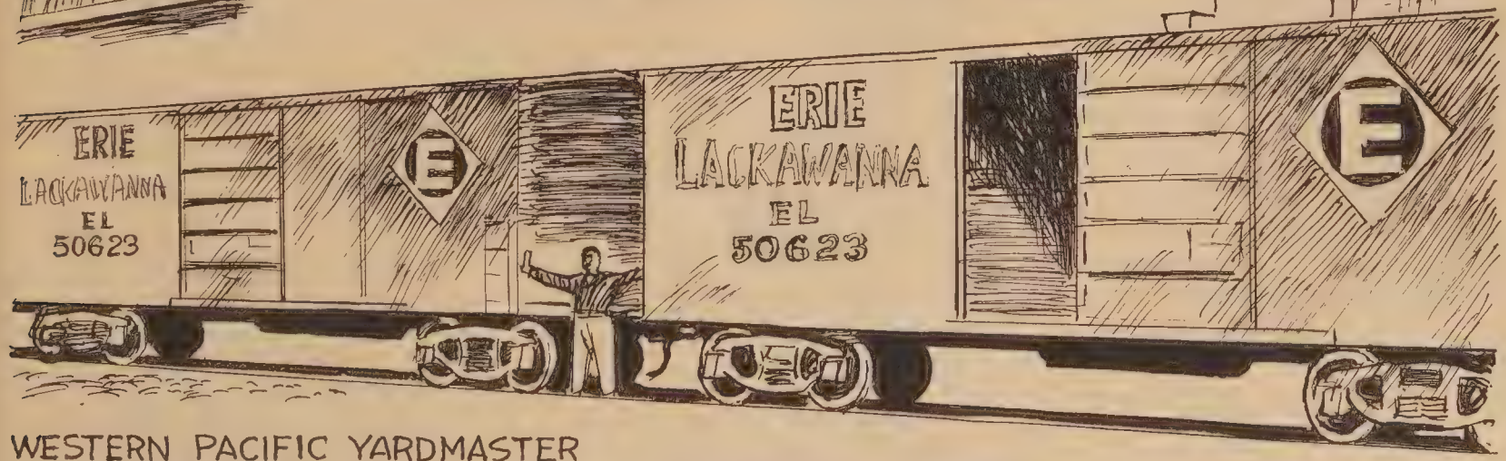


"CAR TINK" J.C. TAYLOR INSPECTS ROCK ISLAND TRAIN AT FORT WORTH, TEXAS, FROM LOW THREE-WHEELER THAT GIVES HIM A GOOD VIEW OF CAR TRUCKS.

TWO-IN-ONE TRANSPORTATION: COAL BARGE FLOATING IN HUGE WATER-FILLED TANK WITH 236 SMALL WHEELS IS ROLLING OVER RAILS FROM CHARLEROI TO BRUSSELS, BELGIUM. YOU MIGHT CALL IT A CANAL ON WHEELS.



IN THE CHILDREN'S WARD OF UNIVERSITY HOSPITAL AT BIRMINGHAM, ALA., MEALS ARE SERVED FROM THIS CART.



WESTERN PACIFIC YARDMASTER STANDS BETWEEN TWO EL FREIGHT CARS BEARING IDENTICAL NUMBER, WHICH ARRIVED IN WP'S 25TH STREET YARD, SAN FRANCISCO, ON SAME DAY. WP WAS PERMITTED TO CHANGE ONE CAR'S NUMBER. (*From photo by WP clerk Jerry Gosnell*)

COPY 10

Fiction Story
by LeRoy Palmer

YOU couldn't quite figure out Don Ellis. At least I couldn't. When I first knew him, Don was one of the most dependable lightning slingers on the Southwestern Railway and no train-order job was too hot for him to handle; but in recent months he seemed to have lost his zest for living, although he was only 28 and apparently in good health except for a limp. He'd been hit a glancing blow by the last coach of a passing train; this had lamed him and given him a mental block. He just hadn't the nerve to work for the railway any more.

His wife, Betty, a cute little wench with honey-gold hair, also was a telegrapher. She had picked up Morse in the days when Don was holding an isolated desert job on our Third District. Later, she slipped into the service as a cog in the great Southwestern machine and was working here at Walton, while Don had laid off indefinitely, even after his injury had healed as much as it would ever heal.

For years I've been living and working at Walton. Mine is the second trick, the last eight hours before midnight. It's great to walk home in the bright moonlight after leaving the office. The country hereabouts is pretty. You see and smell the alfalfa, the beanfields, and the groves of walnuts, lemons, grapefruits and oranges.

Don and Betty occupied a small cottage fringed by a modest yard, on the edge of town. They had taken a mortgage on the place when they first drifted into Walton; and Betty, a thrifty soul, had kept up the payments. Things would have been hunky-dory for the loving couple except for the odd fact that now only the female half of the family was bringing in pay checks.

One summer night during a lull in our work, Betty and I got talking about Don, and she sighed: "What would you do with such a guy? He can handle this job better than I can, but his self-confidence is all shot."

"Give him time," I pleaded. "He'll come back to himself."

But the words poured out too glibly to be convincing. As the days marched solemnly across the calendar, my faith in Don kept shrinking. "Pop" Hartwell, our grizzled agent, past retirement age but still a good man, was a fatherly old codger. He thought a lot of Don and Betty.

"If we could just get young Ellis to come to the depot, it might help," he said to me, "but we can't. He avoids a telegraph office like poison."

"It looks hopeless," I groaned.

And that's the way things stood. It was tough to imagine Don killing time indefinitely, letting his wife bring in the money.

Once when I was visiting him, a fellow named Perry James and his wife called at the Ellis home. Perry was the shipping foreman for a big fruit packing house which did business with the Southwestern. Tactlessly he told Don that the railway was slipping, that Don wouldn't like his old job, and that he, Perry, could get him a good job as shipping clerk in a "strictly up-to-date" office with no Sunday work. Don listened, but what he was thinking about I couldn't fathom.

Another neighbor worked on him to take a civil service exam for scheme clerk in the Los Angeles Post Office.

Don was considering a half-dozen different propositions and couldn't bring himself to accept any of them, he confided to me one morning when I saw him slumped dejectedly on a bench in the park near the Southwestern yards and depot.

The westbound local crew were working down in the yard. Other mornings, while resting there, Don must have heard them as through a fog. Today the railway sounds seemed to be getting closer to him, affecting his thoughts. We could hear the 2800-type switcher chugging back and forth. She was quiet for a few minutes, then four short blasts of her whistle, broke from a bass to a shrill high note. The crew were back in the east end of the yard, had their work done, and were calling for the board.

Don must have remembered that the operators at Walton always held the train-order board on the local until they were ready to go, just in case the dispatcher should want to give them orders. Then came two short toots as Pop, in the office, lowered the signal and the hoghead answered it. "Clear board!" Familiar sounds . . . and memories. . . .

Sitting quietly on the knoll near him, I watched Don draw a hand across his dark brown eyes.

"Hell, 'twon't do any harm to just go take a look at the old dump," he mumbled to himself.

He straightened up, got to his feet, and limped slowly toward the railway, and I trailed behind. Giant pepper trees with their lacy leaves and red berries guarded the station. You could smell the scent of oranges from a fruit-packing house across the way, the plant where Perry James worked.

"I thought you'd gravitate back here in time," Pop grinned as Don entered the office. "Sit down and make yourself comfortable. I got to go up to the freight house a few minutes and check out this local stuff. Don't leave!"

Slowly the young man scrutinized the old room.

"Looks mighty good," he said.

"It always did," I agreed.

I sensed what he was thinking. It was fine to be back in a telegraph bay again, but being sure of yourself on a train-order job was something else.

Everything he saw must have brought back memories. It was no "strictly up-to-date" layout, like Perry claimed they had at the packing-house, but it was a typical railway telegraph office. He eyed the old chair with wire holding it together, and glass insulators, one on the bottom of each leg, and seated himself in it. Even the squeak was still there.

Directly in front of us, above the telegraph instruments—little used now on an OS (train report) job, since the telephone came in—stood the cabinet, just as it used to be years before, with train-order pads and clearance-card forms in exactly the same places. About an office, most telegraph operators are like cats; they don't like changes. I know I don't. At the end of the table

the two levers which operated the train-order signal outside stuck up importantly, their iron base painted red on one side and green on the other. You'd better have the right lever on the red side before you copied an order—how well Don knew that!

An agent's big old desk monopolized the middle of the room. Near it stood the standard office stove and the typewriter table, on which rested a tired-looking old "mill," or typewriter. Don knew it well. The stationery cupboards along one side of the room and even the wastebasket were familiar to him.

AFTER being out for half an hour, the agent returned with his hands full of waybills. Aside from greeting Pop Hartwell, I said nothing.

"By golly, this is home!" Don exclaimed. "It's where I belong. Don't know whether I've got the nerve to sit in again."

"You have," said the old man. "It's up to you."

"That's what Betty says." Don's eyes lit up as he thought of his wife.

Pop was busy sorting his waybills. Silence fell between us. A mockingbird sang an intermittent song in the pepper tree outside. Shadows flitted across the wall. A Morse sounder broke the stillness with its steady repetitious sound: Los Angeles calling. Pinto.

"Pop," said Don suddenly, "you can send the chief a message that I'll sit in and try it tomorrow night, if he still wants me. We'll give her a try."

"That's the boy!" cried the agent.

Don spent the next morning studying his book of rules as a sort of refresher course. In the afternoon he got some sleep. He found a well-packed lunchbox and a big thermos bottle of hot coffee waiting for him when the alarm sounded the go-to-work call that night.

"Hi, young feller!" I greeted Don as he limped into the office. Now that he was going to tackle the job, I didn't want to give him the idea it was anything out of the ordinary.

"Hiya!" he said. "That's a fine light you have out there for handing up orders," he added as he looked at the brightly illuminated platform.

"We don't have to use a hand flashlight any more," I said.

"Or hand 'em up with a coal-oil lantern, like we used to out in Alton Canyon," laughed Don uneasily.

There was a pause. Don paced the floor. I could see he was jittery.

"Don't let the job get you, Don," I counseled. "Anybody's kinda rusty, being away for a while."

I gave him the lineup on the job, same as I would to a new man, for I wanted everything to go right, for Betty's sake as well as Don's. I knew that the shapely blonde had her heart set on getting Don back to work.

TWO indicator boxes set up on the wall, with miniature semaphores in round white disks, told when a train was approaching from either direction. You had five or six minutes to copy an order, fasten it in your hoops, get out on the platform and hand it up. That was not too much time if the dispatcher was slow or your train was fast.

A new yellow stripe had been painted along the platform at Walton about six feet from the rail. It indicated where you were to stand when handing up tissue to flying trains.

The third-trick operator's duties, I reminded Don, included keeping track of all cars set out or picked up during his shift, checking the yard each morning at daylight, making the daily car report, and keeping demurrage records up to the minute. You had to sell a few tickets for the early morning train and handle some baggage and express and a little Western Union telegraph business. These were the routine chores of a telegrapher-clerk working at an agency. They were not difficult, but must be performed without errors.

"Take it away, son," I said finally, "and good luck!"

Then I went home with my fingers crossed. I knew that if Don Ellis made it the first night, he'd be okay thereafter. Later he told me how he got through the night.

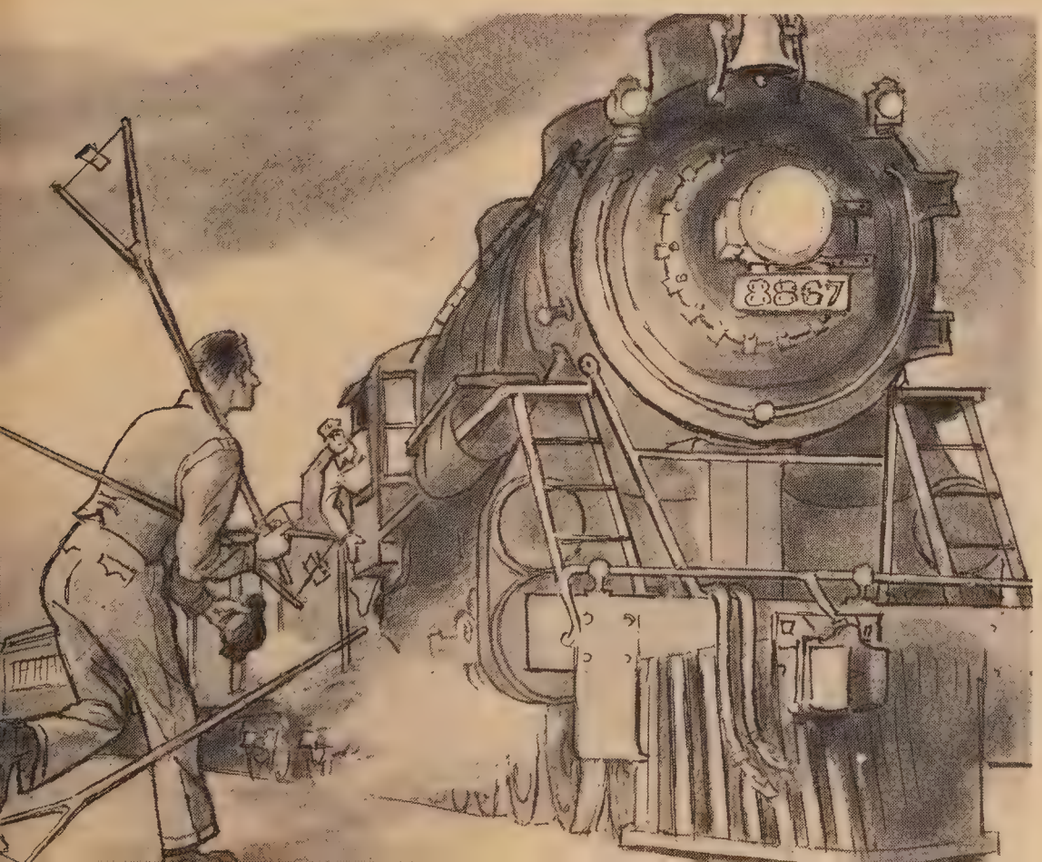
The Southwestern Railway used the forked string hoops. In one corner of the office was a hoop rack with four hoops in it, equipped with strings ready for business. A big bunch of strings hung near by, tied and ready to forestall a rush.

"Got to work ahead of the situation, whatever it may be," Don thought worriedly, according to the story he told me afterward.

Two more hoops, also strung up, stood in another corner. He walked outside and glanced up at the semaphore to check it with the levers inside. The lights showed green, "no orders," as I had written on my transfer. Everything seemed to be okay.

He looked up the track. There was a purple light on the derail near the depot. This cutover led to the packing house track. The green of the passing siding switch light showed ghostlike in the fog.

In the office again, he hung the telephone receiver band over his head and listened in on the train-wire. At once he recognized the dispatcher's voice. It was Bill Finch, a veteran of gilt-edged ability with whom he had worked many times in past years. Complying with the SW rule, he looked at his watch and compared time with the dispatcher. Don worked deliberately, almost slowly, but without lost time.



THE VOICES he heard spoke the old familiar language. Operators repeating orders, "OSing" trains by their stations or arrived and departed, terminals submitting train starting calls to DS or reporting trains arrived and crews tied up for rest. And power reports, numbers of locomotives and time available for their use.

He heard the voice of Johnny Harper at Ansonia, an old friend, and some others he knew. Perro, the hot terminal job at the east end of the district, where Don and Betty were married, was now held down by a girl who talked rail lingo.

Things were running smoothly, he decided; everybody seemed to be cooperating. You had to listen in on a hot train-wire like this one to sense how the heavy traffic was being dispatched successfully.

Now the new girl at Perro was OSing again. "Extra 8845 east arrived 12:45 a.m. 26 and 20, 2445. Handled 28 and 22, 2850. Says no and tied up at 1:25 a.m."

This was plain enough. The train had 26 loads and 20 empties, 2445 tons, into Perro. They handled on their trip 28 loads and 22 empties, 2850 tons. But what about that "says no" business?

Then he remembered; it was just a whimsical way some terminal operators had of saying "no passengers." As freight trains carry stock drovers, banana and poultry messengers, it's the rule for the train conductor to report the number of passengers carried, if any, when he goes off duty at the end of his run.

Just rail language the gal was using. It sounded better than good; it meant that Don was home again.

THERE was also a girl at Malta and she was reporting Extra 4977 east of her station. Then Perro came in again, OSing passenger trains now. "Second 82 arrived 1:25 a.m. with 14 cars." That's a section of the *Meteor*, Don remembered. "Number 63 arrived 1:10 a.m., departed 1:25 a.m., 16 cars." That was the *Coaster*. His mind cleared; it was all coming back to him.

Thus it went, talk by the dispatcher and many operators, constant planning, incessant action, orders altered to fit into emergency gaps, endless threading of traffic through sidings and on out to the main again for a race to the next meet. To Don it seemed like the dispatcher playing a chess game; one man makes a move and someone else makes another to offset it.

The girl at Malta reported that she had to stop a train. They slipped up on her in the fog before she could get out with the orders. The new female lightning slinger at Sandberg probably got too close. Something on the engine knocked the hoop out of her grasp and she failed to get the order to the head end of a long drag. Of course, that delay ruined the dispatcher's plans. Dispatcher Finch didn't bawl them out. Those things happen.

A boy student at Pinto threw his switch and signal—which were electrically operated from his office—to let the local out of the Altos branch, right in the face of a hotshot mainline stock extra, and thus held the beefsteak up for ten minutes. Somebody got that straightened out; everything was rolling again.

Don checked over the train-record book on the desk in front of him. He counted an average of 41 trains passing Walton every 24 hours for the past week. One day there were 47.

"That's about the limit for single track," he decided. "No wonder the Southwestern men talk about needing double track."

Taking his head band off, he hung the receiver on its hook. Hardly had he done so when his phone bell rang, loud and startling. The operator put his harness on again, assumed a tone of confidence which he did not feel, and snapped, "Walton."

"Copy 4 east," snapped DS.

Don knew that while most railroads took only three copies of a train-order for a one-engine train, the Southwestern's rule required that the flagman, as well as the engine crew, must get a copy.

He reached over and let out his eastbound signal. Then he spoke into the transmitter "SD east," meaning that his signal was displayed for eastbound trains. Nervously he took down an order pad and reached for the new agate-point stylus he had bought for the occasion and which would now receive its initiation. Then he copied as the dispatcher sent:

Order Number 9. To Walton: to C&E (conductor and engineer) Extra 8867 east. To Ansonia: to C&E Extra 3520 west. Extra 8867 east meet extra 3520 west at Hollingsworth. Extra 8867 east take siding at Hollingsworth—LRF

That dispatcher guy Finch was pretty fast when it came to putting words on paper. Even with such a short order, Don had trouble in keeping up and making a plain copy. He found the tissues hard to write on, too, without tearing the top copy.

Slowly, painstakingly, he repeated, spelling out the station name and speaking each figure twice. DS gave him time "complete." Then he listened to Johnny Harper at Ansonia repeating, meanwhile checking with his copy for errors, according to standard practice.

This was the simplest form of train-order and to one train only. Don knew he was getting an easy break. Hearing a sharp click over on the wall, he glanced up at his indicator boxes. The tiny semaphore in the eastbound box had dropped to horizontal. The extra was in the block. He called into the transmitter, "Coming east Walton."

"That's the 8867," said dispatcher Finch. "Okay, no more."

Don came back with: "Clear extra 8867 east with order Number 9."

DISPATCHER gave his okay. "Order Number 9 okay to extra 8867 east at 1:45 a.m." Then Finch added, "That's a passenger train."

Don knew the significance of that last remark. He'd have to use three hoops instead of two: one for the engine, a second for the conductor in the middle of the train, and a third for the flagman on the rear car.

"Could be a 'main' and it probably is," guessed the operator.

He wasn't sure just how much time had elapsed since the special had hit the block. Fumbling uncertainly, he folded the orders inside the clearance form and got them into the loops of the hoop strings for handing them up.

Soon he heard a shrill blast from the whistle of the approaching train. In haste, he clumsily knocked the string from the fastener on the third hoop, but hurried frantically to get it back in place. Then he got a cold chill as he realized the passenger train was probably running at high speed.

Again the engine whistle screamed, this time for the road crossing at the depot. The wigwag began swinging; the crossing bell jangled noisily. Don got through the door with his hoops and out onto the platform. The special's headlight swam into view as they swung around the curve west of the station and hit the straight-away.

Taking his position with a hoop in each hand and the third one lying at his feet, the young man braced himself, with one foot on the yellow line. He recalled the advice he'd often given student operators: "Get set and don't move! Hold your hoops steady and you can't miss." Easy advice to give, but not so easy to follow, he sensed at that moment. The roar of the oncoming

Hostesses and stewards bring hot and cold meals and beverages to the seats of passengers on *TurboTrain*. No other train in North America offers such service.
Canadian National photograph

COPY 10 *(Continued from page 42)*

train grew in volume. They were tearing toward him in a cloud of dust; the ground trembled beneath his feet.

They're scorching gravel! They're here! *Swoosh! Swoosh! Swoosh!* In the excitement, a picture of Betty's eager young face came into his mind.

The three hoops were empty of their strings. The order was delivered. The special thundered out of sight around a curve to the east. It was a main, all right. As the train raced by him, Don caught a glimpse of the martial uniforms of homecoming boys from Korea.

With a grin of satisfaction he carried his hoops back inside the office and placed them in a rack. His mental block had vanished into the swirling dust of the departing train.

The dispatcher's phone bell was ringing now. Don took down the receiver and OSed the train by.

"Good boy!" complimented Finch. "Now copy 10, east and west!"

"Oh, oh! That means an order for three trains!" Don shot back. A thrill of exultation went through him. "Okay, let 'em come!"

Long before Don Ellis reached this point in telling me what happened during his first night back on the job, I knew his problem had been solved. I would like to have seen Betty's face when he got home around 8:30 that morning. ●

Passenger Train Survey

WE are delighted with the sleek new Montreal-Toronto *TurboTrains*, a revolutionary concept which the Canadian National introduced last December 12th. Two such trains operate each day except Saturdays, when only a noon train runs each direction. They make daytime non-stop runs, but all evening *Turbos* stop briefly at Dorval. The running time, just under four hours, is an hour less than that of the *Rapido*, previously one of the fastest inter-city consists on North American rails.

Seven-car *Turbos* leave each city at 12:45 p.m. and 6:10 p.m. six days a week. The morning *Rapido* was cancelled, effective December 16th, but the afternoon *Rapido* continues to cut the breeze. *Turbo* fares are only slightly higher than those on conventional trains. Top service, an accommodation class, costs $22.50, including meals, and applies at all times. Another service, "Turboluxe," costs $10.90 for Red days, $12.50 for White days, and $14.50 for Blue days, these days being specified in the Canadian National's Red, White, and Blue system.

Top speed is 95 miles per hour, with an average of 84 mph., made possible by superior braking and the ability to round sharp curves at high speeds. These are the first North American trains on which hot meals and beverages are served at your seat by hostesses and stewards.

Turbo was designed by Sikorsky Aircraft, Stratford, Ct., a division of United Aircraft Corp. Its ST6 gas turbine engines were designed and built by United Aircraft of Canada Ltd. while the engines are modified Pratt & Whitney Aircraft PT6 free turbines. Equipment was built by MLW-Worthington, formerly Montreal Locomotive Works Ltd. The *Turbos* are leased to, not owned by, Canadian National. Their distinction is due to their engines, their reduced weight, their suspension system, and their general design. *Turbo's* service to the passenger is illustrated by the interior decor, comfortable seats, and the railway "first" in meal service.

Elsewhere in Canada, the CN is planning to withdraw both passenger and freight service from Prince Edward Island, reports a longtime reader, Keith Pratt.

Penn Central passenger service between Cleveland, Columbus, and Cincinnati should be speeded up and modernized rather than discontinued, the National Association of Railroad Passengers testified at a hearing before the Public Utilities Commission of Ohio. The PC had requested authority to discontinue its last passenger trains between the Ohio cities.

(NARP is a non-profit corporation with headquarters in Chicago (333 N. Michigan Ave.). It has members in all 50 states and abroad.)

Noting the increasing congestion in airports and on many highways, Anthony Haswell, executive director of NARP, said at the hearing: "It will be only a matter of time before these conditions come to Ohio, if they are not here already. The time to prepare is now . . . People were repeatedly assured that the Penn Central merger would result in better service. Yet while the East Coast is about to get modern passenger trains, the company is telling Ohioans to drive, fly, or ride the bus."

But it isn't only in Ohio that Penn Central seeks to get rid of passenger service; it's doing that all over the system. For example, in Massachusetts the PC has obtained permission from the Interstate Commerce Commission to drop three of the nine commuter trains it operated between Worcester, Framingham, and Boston. The road had wanted to drop all nine, alleging lack of patronage and alternate means of travel.

The bankrupt New Haven, which the ICC has ordered PC to take over, is

like a sheep walking into a den of wolves in so far as travelers are concerned. Already the New Haven is proposing to cut its passenger service between Boston and New York. Also in a proposal to the ICC is the dropping of three daily round trips between New Haven and Springfield, Mass. The carrier said the cutbacks would pave the way for beginning of high-speed passenger service on the Boston-New York runs some time this year.

But the ICC is no pushover. It ordered PC to continue passenger service between Buffalo, N.Y., and Harrisburg, Pa., at least until there can be a formal investigation and hearing on the proposed discontinuance. And the ICC has denied the Norfolk & Western permission to drop its famous *Bluebird,* which makes 295-mile runs between St. Louis and Chicago, saying that there was "substantial public need" for the service despite financial losses and that the losses weren't so great "considering the over-all prosperity of the carrier."

The Kansas City Southern and the Louisiana & Arkansas are asking the ICC for the right to annul the *Southern Belle,* one of the very few passenger trains with a feminine name, which links Kansas City with New Orleans by rail. Same old argument: losing money.

"Rail passenger service to Grand Canyon ended last September with the departure of the last passenger train, bringing to close a service that has existed since 1901 and which was responsible for developing that area," writes Lester C. Harlow, 5015 Cape May Ave., San Diego, Calif. 92107. "For years Santa Fe ads featured Chicago-to-Los Angeles passenger service with no extra charge for a one-day side trip to the Grand Canyon. Thousands took advantage of this. Many convention specials were operated to the Grand Canyon over the years, often creating a traffic jam in the yards.

"The six passenger platform tracks, as well as the three main storage tracks, were often filled with coaches, sleepers, and private cars. The other day I saw them empty and covered with a blanket of snow, never again to feel the feet of happy travelers. The Santa Fe's Albuquerque Division timetable shows this train as operating, but it has been annulled. Service to Grand Canyon is now one freight extra a week. An application is pending to discontinue the station."

In a recent editorial entitled "Don't Trim the Trains," the *Christian Science Monitor* stated:

Any cutout of Federal aid to the development of a high-speed train should be resisted vigorously by both politicians and the public. Since Washington finds it possible to pour vast sums into the development of aircraft, it can certainly afford to spend pennies on the production of a new, faster, and pleasanter type of rail travel.

The former Secretary of Transportation, Alan S. Boyd, threatened to withdraw Federal funds from those now working on the fast trains designed for the Boston-New York-Washington run. Perhaps the threat is designed only for bringing pressure on the contractors, some of whom are engaged in contract disputes. If this is so, well and good. But any withdrawal of funds (which came to a tiny $9 million for two years) would be a bad error of judgment.

Fast train travel is needed as airports and roads become increasingly clogged and unpleasant. Furthermore, we still believe that there are millions of individuals who would enjoy train travel if this could be both sped up and made more comfortable. The present experimentation is designed to do both.

We therefore say: Give the railroads a chance. And let the Government spend a minute proportion of the fabulous funds it pours out on aviation on rail travel.

Meanwhile, angry travelers are fighting for safety and comfort on trains they are accustomed to ride. For example, Ben Morris of Yonkers, N.Y., who takes the Penn Central local-express at Ludlow station, called upon PC to be as engergetic about improving commuter service as it is about painting its new corporate symbol on its rolling stock.

Testifying before a New York State Public Service Commission hearing on behalf of the 1,200-member Ludlow Commuters Association, he said there were "health and safety" hazards on the Hudson Division.

Mr. Morris cited the following as examples of alleged safety hazards on his line: Three third-rail shoes "thrown" by an afternoon northbound local-express in two weeks; a sharp cutback in maintenance by reduced crews at Harmon, N.Y., and inadequate roadbed work.

He also complained about a lack of drinking water and even water for toilets on southbound morning trains.

End of Pullman Co. operations January 1st shocked a lot of people. All sleeping cars in Pullman lease have been returned to the owner railroads, to operate or not as they choose, and all employees were "released." Regular train conductors have taken over the duties of the 325 Pullman conductors who lost their jobs.

"This wipes us out," lamented John P. Horan, vice general chairman of the Order of Railway Conductors & Brakemen, representing Pullman Co. conductors. "There will be no more need for the Pullman conductor."

Fred J. Boeckelman, Pullman Co. director of employe and labor relations, said Pullman would maintain the sleeping cars, but not operate them. That means it will supply the bed linens, matches, soap, and hatbags.

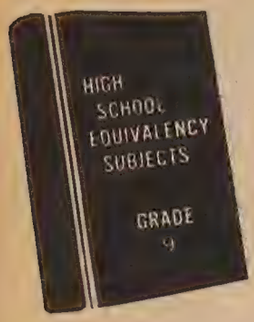
Fifty-seven railroads had owned the Pullman Co. since 1957. There were 4,000 sleeping cars then, all belonging to railroads and leased to the Pullman Co. Now there are 1,000. Most of the cars were scrapped, but some were sold to railroads in Mexico and Canada. Pullman-Standard, a separate company which builds various kinds of railroad cars, is still intact. ●

Jack Emerick, 182 Manor Parkway, Lincroft, N.J. 07738

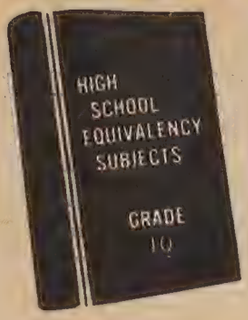
***The Twilight*, Lackawanna train No. 5, discontinued years ago, is pictured at Denville, N.J., on Labor Day, 1954.**

HIGH SCHOOL DIPLOMA

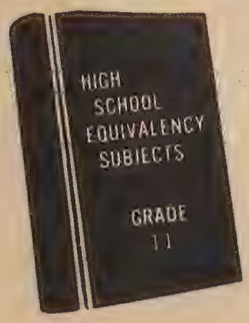
THROUGH HOME STUDY



English I
General Math
World History
Algebra
Geography
Health and Safety



English II
American History
Plane Geometry
Biology
General Science
Astronomy-Geology



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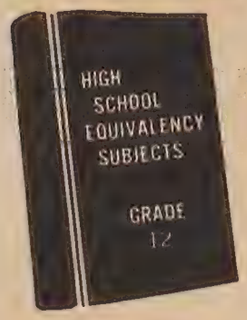

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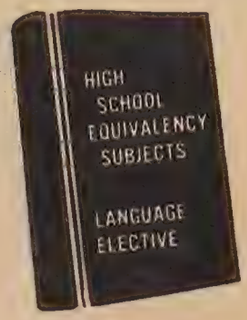

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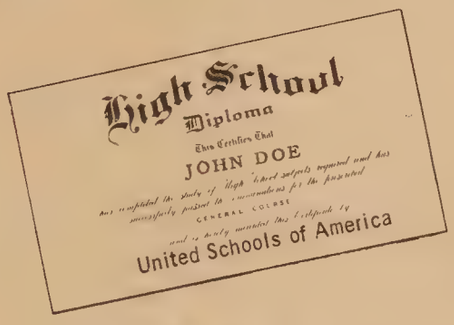

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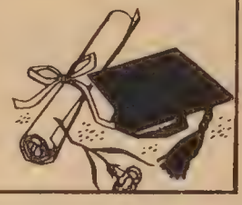

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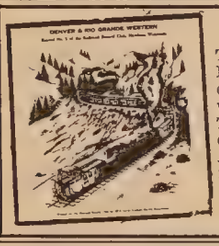

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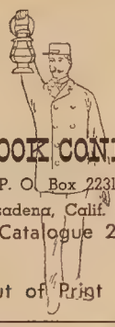

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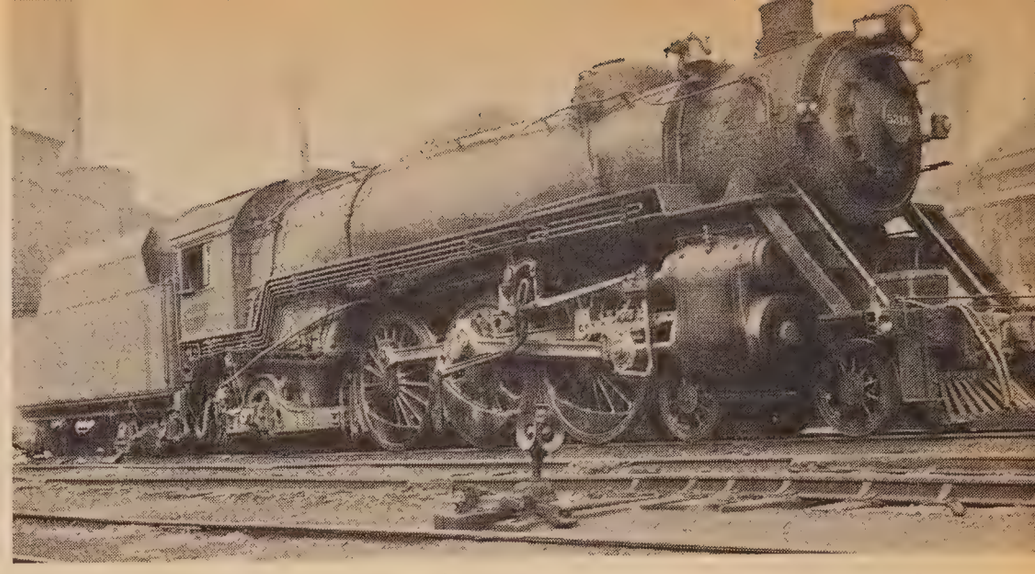

B&O 5318, *President Garfield*, had spoked pilot wheels when photographed at Pittsburgh, Pa., in 1938. Solid wheels later replaced them. No railroad got better performance from 4-6-2's than did B&O from its P-7's, claims the author.

Which Was the Biggest Pacific?

by BERT PENNYPACKER

TERMS like *biggest, heaviest,* and *most powerful* are often confusing. For example, the tallest (and therefore generally known as the biggest) elephant in circus lore was Jumbo, whose name became a common word in our language; but the heaviest and most powerful elephant ever shown under the big top was Tusko, who finally wound up in an Oregon zoo. And the biggest steam locomotive of any type was not necessarily the heaviest of that type nor the one with the most power.

Heightening the confusion is the fact that mere tractive effort of great proportions can be offset by moderate boiler capacity that would limit horsepower and speed potential in the wheeling of trains at a fast clip. From the total of 6,800 Pacific (4-6-2) type engines built in the United States between 1902 and 1948 we have picked four top contenders for the superlative title, plus one honorable mention. We will analyze each of these five to determine which 4-6-2 really merits the crown.

The design history of the most successful heavy Pacifics ever built, such as Baltimore & Ohio's P7 *President* classes and Pennsy's famed K4s, tells us that a series of compatible specifications yielded superior engines. Conversely, deviations from this setup left something to be desired in several of our heavyweight candidates.

The perfect specifications for a Pacific seem to embrace a boiler having about 70 square feet of firebox grate area, 3850 of total heating surface, and 950 of superheating surface. This should feed 27x28-inch cylinders with a steam pressure of not far above 200 pounds. Or, using 250 pounds or more pressure, the cylinder bore should be reduced to compensate for the extra cylinder hp. *(Continued on page 48)*

Both photos from Harold K. Vollrath collection, 8938 Maple Dr., Shawnee-Mission, Kan.

D&H 653, built in 1931, is seen here at Albany, N.Y., in 1935. She was equipped with rotary-cam-driven poppet valves and could exert 64,000-lb. tractive effort.

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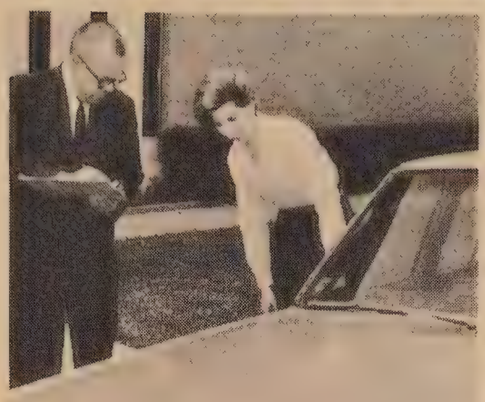

John Bott, Houston, Tex., is shown here investigating an accident.

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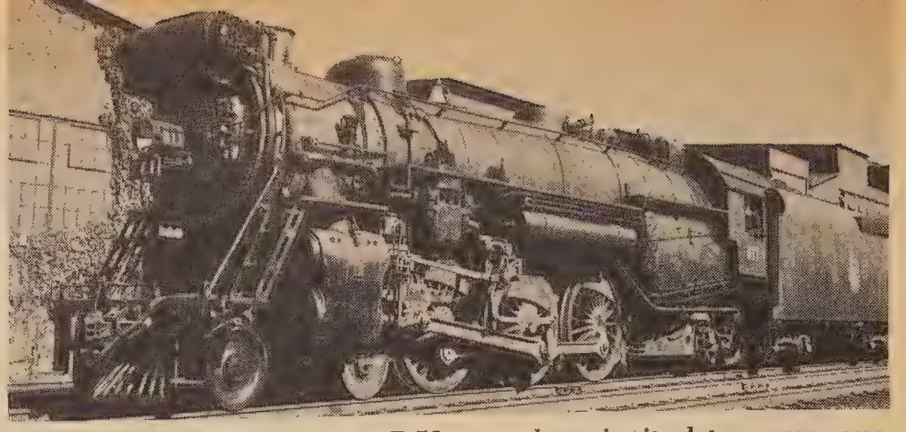
All this is based upon the theory of driving axle loadings and good adhesion. A total weight on drivers of much more than 210,000 pounds in a six-coupled locomotive was not possible. To maintain proper adhesion ratios, the starting tractive effort should not exceed one fourth of this weight. With the foregoing explanation we have cleared the way for nominations and discussion of the top Pacifics.

(1) Almost a champion was the Chicago, St. Paul, Minneapolis & Omaha (C&NW) class E3, 600 series. Long hailed as the top Pacific on the basis of boiler size, total weight, and tractive effort with booster, the design boasted proportions of a Hudson except that its two-wheeled trailing truck limited firebox size and overall capacity. Its heavy pulling and moderate speed concepts were well suited to handling long trains like the combined *Viking-Soo Dominion* on the Chicago-to-Twin Cities run. But firemen had some rather anxious times in keeping the pressure needle near the 260 mark, since they could work with only 70 square feet of grate area. (*Photograph on page 4*)

(2) An oversized freak was Pennsy class K5, Nos. 5698 and 5699. These experimentals featured the largest cylinders ever applied to a Pacific, coupled with an inadequate firebox and too much potential power for weight on drivers. Assuming that the hogger could control the slippery tendencies in starting his train, the fireman would then be hard-pressed in trying to feed enough steam to satisfy the huge cylinders.

(3) Delaware & Hudson No. 653, class P1, was an odd experimental of the Loree era with the highest boiler pressure, the longest cylinder stroke, and the highest main cylinder tractive effort of any Pacific. Unfortunately, its ratio of high power to light weight was far out of line. Revisions later reduced its potential power and made a much better engine. Its best showing occurred on long non-stop runs with the nighttime *Montreal Limited*.

(4) The winner, in our judgment, was the B&O's class P7 *President*, 5300 series (later 100's). The only claim to "biggest" here is that the four rebuilt and streamlined *Cincinnatian* engines in this series topped the C&NW heavyweights by a mere 500 pounds. While the three previous examples were bigger by paper statistics, the P7's overall dimensions were fully compatible and could do all that the paper figures said it could. For example, there was never any running out of steam while cruising at 90 mph with a *Royal Blue Line* flyer.



New Jersey Central 811, class P-52, seen here in its later years, was another outstanding example of heavy design in 4-6-2 locomotives.

Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

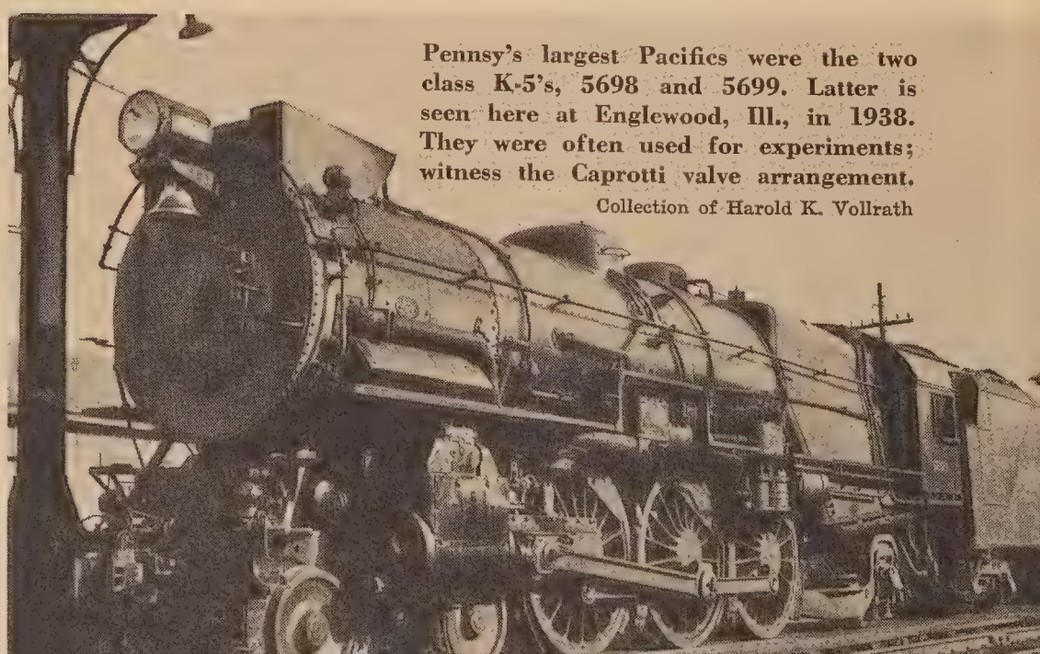
(5) A close runner-up well worth honorable mention was Jersey Central class G4s (later P52), Nos. 810 through 814. This was a design of nearly the same capacity as the B&O P7 but was built more for heavy pulling over mountain grades with trains like the *Interstate Express* and *Scranton Flyer*. All of its specifications were compatible.

Now, just what has our evaluation proved? Each candidate embraces one or more of the biggest features of all Pacifics built in America, but not one of them captures the total list of top dimensions. Thus, no single biggest 4-6-2 type ever existed. The Chicago & North Western E3 came closest in overall bigness, but its restricted firebox volume left serious doubts about steaming capacity and horsepower output over high speed and sustained running conditions. So we place the B&O P-7 closest to the top, although we would like to hear from challengers.

Following are the main specifications of America's largest Pacific types:

Railroad	C&NW	PRR	D&H	B&O	CNJ
Class	E3	K5	653, P1	P7d	P52
Cylinders	25x28	27x30	24x32	27x28	26x28
Drivers	75	80	73	80	74
Pressure	260	250	325**	230	240
Grate area	70.2	69.8	81	70.3	84.3
Heating surface	4295	4285	3208	3843	3590
Superheat surface	2017	1634	1495	950	1000
Weight on drivers	210,000	209,860	191,000	211,600	205,900
Total wt.	347,000	337,950	296,500	347,500	333,830
Trac. eff.	51,300	58,000*	64,000**	50,000	52,180
Trac. eff. w. booster	64,600	———	———	60,900	———
Factor of adhesion	4.09	3.62*	2.98**	4.23	3.94
Built	Alco 1930	Baldwin 1929*	Alco-D&H, 1931	Bal. '27 B&O '46	Baldwin 1930

* No. 5699 only. The 5698 had 54,675 pounds TE, 3.83 FA, built PRR 1929.
** In 1934, cylinder bore was reduced to 22, TE was then 59,500; and in 1943, pressure was reduced to 275, when TE was 50,300 and FA 3.75.



Pennsy's largest Pacifics were the two class K-5's, 5698 and 5699. Latter is seen here at Englewood, Ill., in 1938. They were often used for experiments; witness the Caprotti valve arrangement.

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SOUTH PACIFIC COAST, by Bruce A. Mac Gregor, 280 pages, 8½x11", mostly illustrations, including two magnificent full-color paintings; considerable text matter and index; Howell-North Books, $10.95.

Long overdue is this lavishly-pictured history of the old South Pacific Coast Railroad, a narrow-gage "streak of rust," gone forever but still emanating lore and legends. "If the ghost of the South Pacific Coast walks now in the California night," wrote the late and great Lucius Beebe, "it is a gentle ghost wearing a straw hat with holes for a horse's ears to protrude, of the sort provided by all humane teamsters in that dim and vanished past."

Founded a century ago by James G. Fair, a fabulous tycoon who had made millions in the Comstock silver mines, the SPC threaded its scenic way from Santa Cruz, Calif., through redwood-scented mountains to the lush and placid Santa Clara Valley, then over dreary salt flats and marshes along San Francisco Bay to Alameda for a connection with the ferry to San Francisco. It was a picturesque, useful, and prosperous railway. Fair built it to challenge the Central Pacific's monopoly—to which, however, he later sold out.

Converted to standard gage in 1908, it is remembered chiefly for having taken generations of travelers to California vacation spots. It passed into history, having become part of the SP, leaving behind a wealth of widely-scattered memoirs and pictures for chronologists to work on. MacGregor has done a commendable job in telling this story with facts and numerous anecdotes and supplementing it with a rich and diverse gallery of rare photographs, old prints, paintings, maps, and diagrams. Included, too, is an all-time narrow-gage roster of steam locomotives and cars. The book is printed in large, clear type on heavily coated stock, with expertly reproduced illustrations, and a handsome, hard-cover binding. We predict a good sale for *South Pacific Coast.*

HEADLIGHTS & MARKERS: *An Anthology of Railroad Stories,* edited by Frank P. Donovan and Robert Selph Henry, 396 pages, 5½x8½", illustrated, also full-color jacket picture; Golden West Books, $6.95.

Here is a new edition of a famous collection of notable railroad stories, mostly fiction, that has long since been out of print but never forgotten. Repeated requests by railroad men and railfans alike for republication of *Headlights & Markers* have finally been answered. There are 17 tales plus Henry's

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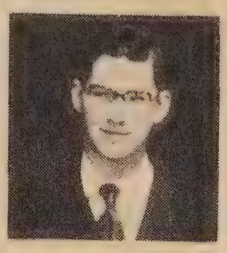

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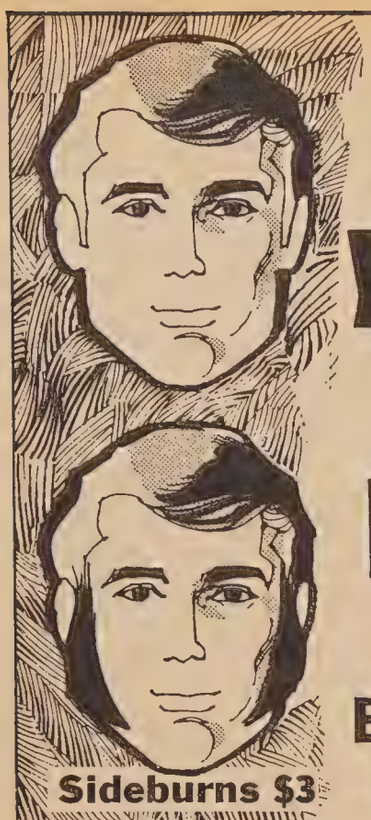

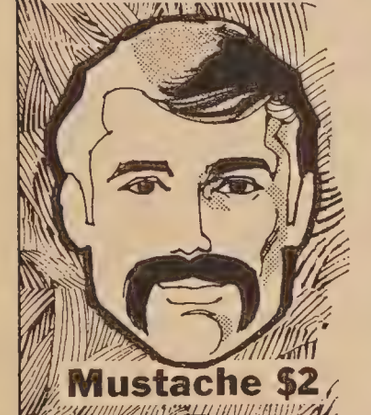

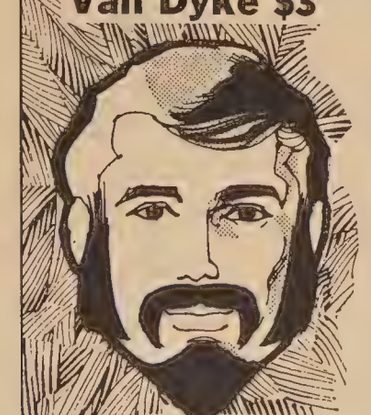

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introduction, most of the authors having been *Railroad Magazine* contributors years ago. Among the distinguished names are Frank H. Spearman, Harold Titus, Marquis James, John Alexander Hill, Thomas Nelson Page, Frank L. Packard, Cy Warman, Charles W. Tyler, Jesse Stuart, Octavus Roy Cohen, Doug Welch, William W. Haines, A. W. Somerville, and—in our opinion, the greatest of them all—Harry Bedwell, who is represented with two stories, "Smart Boomer" and "Priority Special." We commend the book's editors for their literary judgment. Printed in easy-to-read type, sturdily bound.

***BULLETIN NO. 119: The Railway & Locomotive Historical Society*, Oct. 1968, edited by Charles E. Fisher, president of the Society; 89 pages, 6x9", illustrated with maps and many photos; price for members, $2; non-members, $3. (Not available from *Railroad Magazine* Book Service) Address R&LHS, Baker Library, Harvard Business School, Boston, Mass. 02163.**

These *Bulletins* are read eagerly and are preserved by libraries and serious students of rail history in many lands. Each one, you might say, is a collector's item. No. 119 features "Poughkeepsie Gateway," a long, detailed, illustrated account of the old Central New England Railway, by D. W. McLaughlin; an account of Buffalo, Rochester & Pittsburgh engines, by Robert R. Rothfus; "Farewell to the *20th Century Limited*," by Arthur D. Dubin (No. 21 in our *Interesting Railfans* series); and other informative articles.

A large first printing of *The Railroad Caboose*, by William F. Knapke and Freeman Hubbard, has been sold out. The publisher, Golden West Books, expects to have the second printing available before this issue of *Railroad Magazine* hits the news-stands.

"Too Damn Busy"

A high-ranking railway official one bitterly cold day walked into a small country depot that was almost as cold as the outdoors, reports Archie Duffie in the *Canadian National Reporter*, and bawled out the station agent because there was no heat in the stove. The station agent, not recognizing the brass collar, snapped: "Look, mister, I'm too damn busy sending telegrams to bother with stoves."

The visitor picked up a telegraph blank and wrote a message to the division superintendent, "Fire this station agent immediately," and shoved the blank through the ticket window. A few seconds later, the agent appeared with kindling wood and a scuttle of coal, and the official asked, "Did you send my message?"

"Look, mister," was the reply, "I'm too damn busy building fires to send messages."

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be—today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
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No longer chained to their homes by lack of money or leisure time, today "average" families have taken to the airlines & sealanes by the millions! A staggering 70% of the U.S. population took trips last year alone! And, according to Government surveys, the boom has hardly begun! Air traffic will double in the next five years! Supersonic jets will carry 500 paying passengers on each load! Travel expenditures will continue their never-ending upward streak as almost every State and foreign government advertises for its share of the tourist dollar. Plan to cash in now. Rush coupon for FREE "TRAVEL CAREER KIT."
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HOBBY CLUB

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HISTORIC old Reading Terminal at 12th and Market Sts., Philadelphia, Pa., has reached age 75. For this anniversary, NRHS Philadelphia Chapter presented a bronze plaque to the Reading Co. last December 11th in a ceremony held on the train concourse. Reading president Charles E. Bertrand accepted it from chapter president William C. Wagner. The terminal is a Philadelphia landmark, both for its ornate Market St. facade and its high, arched trainshed, one of the few left in North America.

Three-foot-gage hopper cars aren't much in demand these days, but recently the East Broad Top, Rockhill Furnace, Pa., sold 15 of them to White Pass & Yukon for use in laying roadbed on a new extension into the Alaska wilderness. Last November they were shipped in standard-gage gondolas from the EBT-Penn Central interchange yard at Mt. Union, Pa., where they had been stored since EBT coal-hauling ceased in 1956. Both 3-foot roads are now popular tourist attractions, though WP&Y is primarily a common carrier offering freight and passenger service. EBT was revived in 1960 for tourist runs only.

Embroidered railroad-emblem patches—128 different ones—are sold for 50¢ each, 5 for $2 by Heart of Dixie Railroad Club, Box 896, Birmingham, Ala. 35201. This club has a wood-burning steamer, No. 3, in its museum and recently held a birthday party there for Fletcher Hanson, age 7.

Facsimile of 1868 *Official Railway Guide* has gone through 7 reprintings to date, due to continuing demand. It was issued last year by the *Official Guide* publishers to commemorate that monthly's centennial. Copies are still available for $3 each, postpaid, from National Railway Publication Co., 430 W. 33rd St., New York, N.Y. 10001.

New editor of *The Timetable* (published by Teen Railroading Assn., 3753 Springdale Ave., Glenview, Ill. 60025) is Charles Aurand, 505 10th Ave., Huntington, W. Va. 25701, who wants fans to contribute articles to this mimeographed periodical.

The 3-car Permacel Express (combine, parlor, and observation) was sold last November to South Carolina's 29-mile Lancaster & Chester Ry. for $75,000. The train, consisting of former Reading coaches, was refurbished several years ago for Permacel Division of Johnson & Johnson at a cost of about $300,000. The interiors were fitted with accoutrements in the style of the most luxurious private cars of the 1890's for a spectacular promotion. Customers were entertained and training-classes were held amid Victorian splendor as the train toured the country. The new owner, H. W. Close, president of the L&C, sees "all sorts of possibilities" for his purchase, "such as excursions and conferences."

Two historic British passenger cars have been acquired by National Railroad Museum at Green Bay, Wis. One, built in 1925, formed part of Sir Winston Churchill's funeral train in 1965; the other, dating from 1936, was used by Gen. Dwight D. Eisenhower as his mobile headquarters in England during part of World War II. The museum had previously gotten the locomotive of Eisenhower's train.

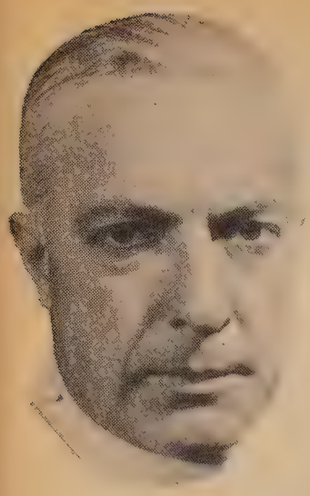
Proposed Southeastern Railroad, Vols. I and II, have been reprinted and are sold by E.T. Mitchell, 107 W. Circular Ave., Paoli, Pa. 19301, for $1.50 each. They tell how he and others tried in the late 1940's to establish a straight-line railroad between Atlanta and Savannah, Ga. Having neither previous railroad-building experience nor adequate preparation or financing, their project died after an ICC hearing.

Free catalog of high-quality 35mm. railroad color slides is offered by Americana Slides, Box 938, Palo Alto, Calif. 94301. Covering mostly Western steam photographed since the early 1950's, and some diesels, the slides come in sets for various prices, or singly for 40 cents each.

Merchandise Timetable No. 14 is the latest catalog of railroadiana sold by Colorado Railroad Museum, Box 641, Golden, Colo. 80401. Many items are offered: railroad jewelry, note paper, patches, and spikes; reproductions of old coach sign-plates and loco number-plates; kerosene lamps, lanterns; a cuspidor, a weathervane, many railroad books.

Fiddletown & Copperopolis cartoons, by Carl Fallberg, which appeared years ago in *Railroad Magazine,* were reprinted later in a book, now re-issued for $6.95, available from Book Dept., *The Western Railroader,* Box 668, San Mateo, Calif. 94401.

Add David York, of Telford, Pa.,



An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it **dissolves** ugly dandruff. By tending to **normalize the lubrication** of the hair shaft it **corrects excessively** dry and oily hair. It **eliminates head scales** and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors
Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
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"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
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Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

- ☐ Enclosed find $10. (Check, cash money order) Send postpaid.
- ☐ Send C.O.D. I will pay postman $10 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.

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City_____ State_____ Zip_____

RUSH THIS NO RISK COUPON TODAY!

Louisville & Nashville 2-8-4 No. 1966 has its sand dome filled at DeCoursey, Ky., roundhouse about 20 years ago.
Photograph by John B. Fravert, 2005 Keeneland Blvd., Louisville, Ky. 40223

to the list of railfans who own cabooses. David, a high-school senior of 18, bought an unusual, platformless, end-door crummy from the Reading, financing his $300 purchase through a local bank after convincing the banker that he was serious and responsible. He keeps it on a siding leased from the Reading and is restoring it.

Former Virginia & Truckee car 13, now the property of Virginia City, Nev., was placed on display next to the town hall recently. Built in 1874 by Oxford Car Co., it is a mail and bullion car, the only one built in the U.S. with a compartment intended for transporting gold and silver bullion. Donations from generous Virginia City residents permitted moving it to the new location.

Full-color prints of a 16x20″ painting by George Parrish Jr., showing an 1856 IC construction scene on the Illinois prairie are available for $1.50 each from Illinois Central Public Relations Dept., 135 E. 11th Pl., Chicago, Ill. 60605.

For 71 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

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RAILWAY MAGAZINE

161-166, FLEET STREET, LONDON, E.C.4, ENGLAND.

Not every Merlite Presto Shine Dealer makes back his initial investment in as little as two weeks...

Some take a month or two . . . but one man tells us he did it in only thirteen days

The initial investment in a Merlite Presto Shine Dealership of your own is so modest, and the earnings you can make with it are so surprisingly high, that it's possible for you to earn back your initial investment in a matter of mere weeks. Here's what Larry Drain, Merlite Presto Shine Dealer in Illinois says: **"Within 13 days of getting started, profits from the business paid for the initial investment—and that includes my TV and radio advertising. Since then I have been averaging between $1,000 and $1,300 a week! Because I cannot handle the business myself, I now have 3 employees who work full time."** How many other business opportunities enable you to recover your initial investment so quickly?

Above you see one of our Merlite Presto Shine Dealerships. You can set up your own Dealership at your own home, if you wish, or anywhere else there's ordinary electric current.

You offer an amazing bargain that attracts all the customers you can handle . . . a genuine SIMONIZ WAX JOB on any car for $5.95

When you're a Merlite Presto Shine Dealer, we supply you with special equipment and teach you a unique system which enable you to clean, wax and polish a car with genuine Simoniz Paste Wax (not liquid) in as little as 20 minutes. You charge only $5.95 for this genuine Simoniz Paste Wax job—about **about ⅓ the usual professional charge—an astonishing bargain.** Yet you make up to $5.75 gross profit on every car. Doing 3 cars an hour pays you up to $17.25 hourly gross profit. Weekly gross profit up to $500.00 and more is possible—as much as $25,000-$30,000 in a year.

Read what other Merlite Presto Shine Dealers say:

Peter J. Strikwerda of N.Y. State: "Yesterday I did a 60'x 12' 1-year-old trailer . . . it was accomplished with ease and resulted in a great sense of satisfaction when I saw the trailer glistening. You can imagine the dirt, grime and film that had accumulated in one year. Now I would like to get 3 more machines."

Pedro Ramirez of Puerto Rico: "I do Simoniz wax jobs on aircraft on a contract basis. Already I have steady contracts totaling $500 a month. Recently a domestic airline signed a contract for me to do their 12-passenger Beechcrafts at $75 per plane per month, and a plane takes me only 5 hours to do."

Steven Schorr of Long Island, N.Y.: "I am 15 years old and in junior high school. My dad will let me do only 10 cars on a weekend, although I could do a lot more, if I didn't have to do homework. Even so, I make about $50 a weekend, which will go to my college education.

WE OFFER YOU:

1. **Extraordinary patented invention.** You get authorized use of HM Polishing Machine (U.S. Patent No. 2,967,315), which amazingly duplicates the motion of the human hand, enables you (or your employees) to start with a dirty car and bring it to a lustrous, durable, protective Simoniz Wax finish in as little as 20 minutes.

2. **Personal training in your area without one cent of risk.** Before you decide to become a Merlite Presto Shine Dealer, we'll send one of our skilled Instructors to your area to train you in the use of the HM Polishing Machine and our unique speed system. So easy, anyone can do it after a little training. After your personal instruction, if you decide not to become a Merlite Presto Shine Dealer, you're not out a single penny. You take no risk at all.

3. **Almost no overhead . . . no real estate needed . . . work from your home.** The HM Polishing Machine is portable and operates on ordinary house current. Use it wherever you can plug it in. Most dealers start out working from their homes.

4. **Start in spare time . . . no risk to present job.** Hold on to your full time job, as other new dealers did, and start on evenings and weekends . . . go full time when your spare time earnings exceed those you get from your full-time job.

5. **Tremendous demand everywhere.** Astounding $5.95 price draws steady stream of motorists-customers. Also get big commercial accounts: new and used car dealers, fleets of cabs, rent-a-cars, plus service stations, garages and car washes. You never need to run out of customers.

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Fill in and mail the coupon today, and we will send you, by return mail, prepaid, a complete Prospectus of your opportunity to make big profits in a Merlite Presto Shine Dealership of your own. Everything free, no obligation.

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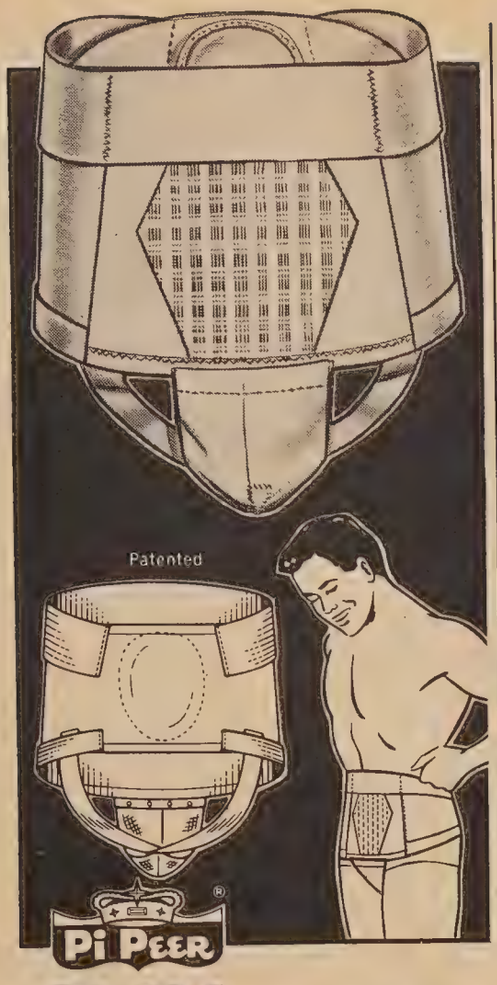

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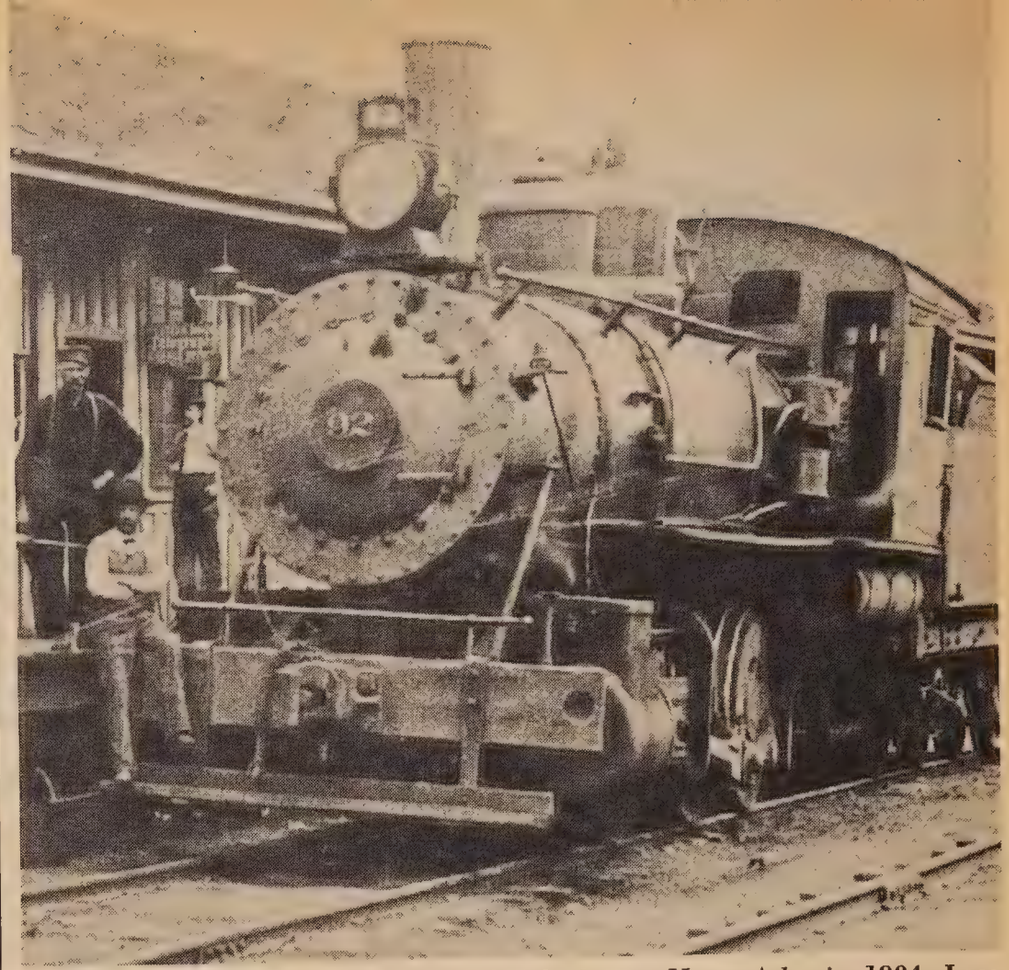

Kansas City Southern 0-6-0 No. 92 at freight house, Mena, Ark., in 1904. Loco was built by Baldwin in 1901 and scrapped in 1929. Note the arc headlight.

Photo from Walt Evans, 3413 Indiana, Topeka, Kansas

Canadian first-class postage now costs 6¢. The new 6¢ stamp shows, besides a portrait of Queen Elizabeth II, four forms of modern transport: airplane, ship, highway (truck and bus), and railway, the last represented by a TurboTrain in the foremost position.

Frank P. Donovan, who has written many articles for *Railroad Magazine* and was No. 15 of our *Interesting Railfans,* covered the subject of railroad mystery and detective stories in the U.S. in the Oct. '68 issue of *The Armchair Detective,* a quarterly devoted to mystery, detective, and suspense fiction. His article, "Mystery Rides the Rails," makes a good guide, including a bibliography. Available for $3 per year from editor Allen J. Hubin, 3656 Midland, White Bear Lake, Minn. 55110.

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George La Pray comments on our Minnesota shortlines roster (Dec. '68): "MN&S 22, 24, 25, and 60 have been scrapped. Railway Transfer, now owned by C&NW, never had any diesels of its own; it leased M&StL, then C&NW power."

Along the Steam Trail

"Newspapers here report the forthcoming visit of Alan Pegler's 4-6-2 *Flying Scotsman* steam engine and a train of cars to the U.S. early this year," writes John Drayton, British Railways engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Mon., England. "Americans will be able to buy miniature nameplates, films, slides, records, pens, and dusters with the magic name thereon. The idea is to promote goodwill and to raise money for the purpose of keeping the *Flying Scotsman* on the rails and in steam. Its engine is privately owned and is the only one permitted to run today under steam on BR lines. Back in 1963, Pegler bought her for £3,000 and reckons that Americans will flock to see this great train in action on U.S. rails."

Rogers E. M. Whitaker, No. 9 of our *Interesting Railfans* and a friend of Pegler, says the coaches will be fitted with promotional displays of British products and arrangements are being made for operations over U.S. railroads. The train probably will be landed at Halifax, N.S., and travel under steam to Boston, New

NOW! RUN YOUR CAR WITHOUT SPARK PLUGS

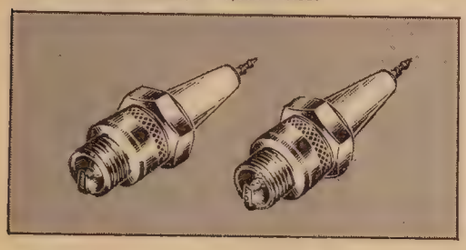
Get Up to 31 More Horsepower, 8 More Miles Per Gallon — USING ONLY REGULAR GAS!

Yes — this revolutionary new FIRE INJECTION SYSTEM — installed in 15 minutes, must deliver maximum power and economy WITHOUT CHANGING TO HIGH-PRICED PREMIUM GAS — must give you up to 31 more HP, 8 more miles per gallon for the life of your car! See Unprecedented GUARANTEE!

Your car runs because gasoline is fed into the cylinders where a spark causes it to fire. This action causes the gas to explode—this explosion pushes down the piston. Now here is the important thing to you. The larger this spark is, the more powerful the explosion. The more powerful the explosion, the more power you get from a given amount of gasoline. Poor explosion means wasted gas—loss of power, poor getaway, bad starting, a sluggish car. Good explosion means more miles per gallon, more horsepower, blazing pickup, instant starting; an exciting car to drive!

WHAT CONTROLS YOUR ENGINE'S EFFICIENCY?

Your spark plugs control the efficiency of that explosion. And not only do they give a small, weak spark to begin with, but they get worse every mile you drive. And that you can see for yourself. Put a new set of spark plugs in your car and then look at them at 100 miles, at 1,000 miles, at 5,000 miles.



Every time you look you will see more filth and carbon and you will see more of the electrode burning away. Why, some of the new high compression engines can burn up a set of plugs in a couple of thousand miles of driving. Now you ask yourself how a weak, inefficient spark from a filthy, burned-out plug can possibly give you the kind of flashing, economical performance you want.

STOP USING SPARK PLUGS — NOW!

Now read very carefully what we're going to suggest **. . . that you stop using spark plugs in your car!** That's right—get rid of them—forever. But—if you—get rid of your spark plugs, what will make the engine run?

Well, please remember that if you were told a couple of years ago that your car could run without a carburetor you wouldn't have believed it—yet today you can have gas injection and get far more mileage, efficiency and power from less gas—and in a few years gas injection will have completely replaced the carburetor on most cars. In the same way, now is the time to replace your old-fashioned, temporary, inefficient spark plugs with a modern, efficient, permanent fire injection system, and you can do it yourself in 15 minutes if you've never handled a tool in your life!

MECHANICS AND ENGINEERS — READ THIS CAREFULLY!

Now, this fire injection system is so inexpensive that it can pay for itself in gas savings alone in one month of driving. Forget, for the moment, about the extra pep, power and performance you are going to get. Forget about the savings in spark plug servicing and replacement, the savings in wear and tear on your pistons and cylinders that come from unburned gas washing the protective oil coating off the cylinder walls. Just remember that this fire injection system will **pay for itself in gas savings alone in a single month of driving.** Here's how:

A spark plug jumps a spark of electricity across an air gap; this is most wasteful, and limits the size of the spark.

A fire injector fires on the surfaces of an electrical conductor. You get a heavy, powerful flame that will not blow out at pressures far greater than those created by even the highest compression engine!

On ordinary spark plugs the air gap is always getting bigger, wasting power and gas. Your plug is constantly accumulating filth and carbon because of inefficient ignition.

A fire injector has no air gap and no electrode to burn away. It never needs cleaning or setting and it actually becomes more efficient with use. It will actually outlast your car, delivering maximum efficiency without servicing or replacement. There is no waste gasoline, no loss of power.

NOW — USE REGULAR GAS!

With ordinary spark plugs you are using, or should be using premium gas, which costs from 4 to 8 cents more than regular gas.

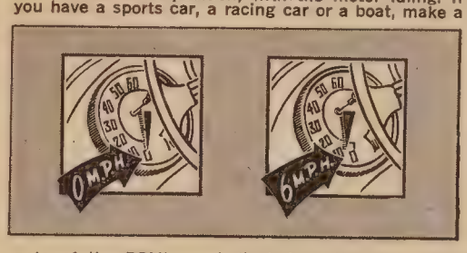
With fire injectors regular gas will give you up to 8 more gas miles per gallon, up to 31 more horsepower, plus easier starting in all weather.

Ordinary spark plugs have to be replaced regularly. In some of the new high compression cars, a set of plugs will burn up in two months.

A fire injector installation is guaranteed for the life of your car, without cleaning, servicing or replacing.

HERE IS POSITIVE SCIENTIFIC PROOF!

Now, when you get your set of SA FIRE INJECTORS, here is all you do. If you have automatic transmission, make a note of how fast your car crawls forward when it is in the drive position, with the motor idling. If you have a sports car, a racing car or a boat, make a



note of the RPM's as indicated on the tachometer when the engine is idling.

If you have a regular transmission, put your car in low gear on a level road and notice its speed with the motor idling. Next, take any inexpensive auto spark plug wrench and remove your spark plugs. **You'll never need them again!** Just screw your injectors right into the spark plug openings. Then—no matter what kind of gas you have been using—fill your tank with the poorest regular gas you can buy. That's all you have to do to see the most amazing results you could ever imagine in all the years you have driven an automobile!

CHECK YOUR RESULTS CAREFULLY!

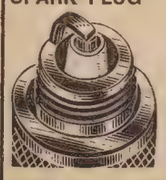
If you have automatic transmission—now put your car in drive and let your engine idle. If your car stood still with spark plugs, it **will move forward from 4 to 6 miles per hour;** that means the amount of gas that just kept your engine turning over will now **carry you up to 6 miles at no cost to you!**

If you have a racing or sports car or a boat, your RPM's will increase **up to 200 more** at idling—**up to 300 more** at higher speeds.

If you have regular transmission, in low gear and with your motor idling YOUR CAR WILL MOVE FORWARD 4 TO 6 MILES PER HOUR FASTER. In other words, no matter what you drive, here is absolute proof that you can go further, faster and cheaper when you put proven SA FIRE INJECTORS in your car!

CHECK THESE DIFFERENCES

SPARK PLUG



Fires across air gap
Wire electrode burns away
Carbon, ruins firing tip
Needs cleaning and setting
Needs periodic replacing
Needs premium gas
Must have exact heat range
Spark blow out under pressure

FIRE INJECTOR

NO air gap required
NO wire electrode
NO tip deterioration
NO cleaning or setting ever
NO replacing
NO premium gas needed
NO heat range
NO blowing out even at highest compressions

NO-RISK MONEY BACK GUARANTEE

Use these remarkable ***FIRE INJECTORS*** in your car entirely at our risk . . . give them every test you can think of . . . ***POWER, ECONOMY, STARTING, SURE-FIRE SMOOTHNESS, PERFORMANCE,*** etc. Now, if you are not completely satisfied in every possible way at the end of 30 full days, simply return your ***FIRE INJECTORS*** for a ***FULL*** and ***IMMEDIATE REFUND.***

We further guarantee ***FREE REPLACEMENT*** of any ***FIRE INJECTOR,*** regardless of the reason, ***FOR AS LONG AS YOU OWN THAT CAR.*** Remember, every set of ***FIRE INJECTORS,*** is fully protected by an internationally famous Insurance Company.

Order Your Fire Injectors Now!

If you're the kind of driver who wants his car to move when he steps on the gas—not 30 seconds later—if you like your car to start when you touch the starter button—not after you grind your battery down, if you want every nickel's worth of mileage from every single gallon of gas you pay for—instead of wasting it in the firing chamber; if you're sick and tired of cleaning, setting and replacing spark plugs—you'll order a set of SA FIRE INJECTORS today!

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Yes, I want new pep, power and performance from my car!
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☐ **68-151—Set of 6 FIRE INJECTORS.....9.84**
☐ **68-152—Set of 8 FIRE INJECTORS.....12.98**

My car or truck is:

MAKE	YEAR	MODEL

NO. OF CYLS.	ENG. MODEL or CU. IN. DISPL.

MAKE	YEAR	MODEL

NO. OF CYLS.	ENG. MODEL or CU. IN. DISPL.

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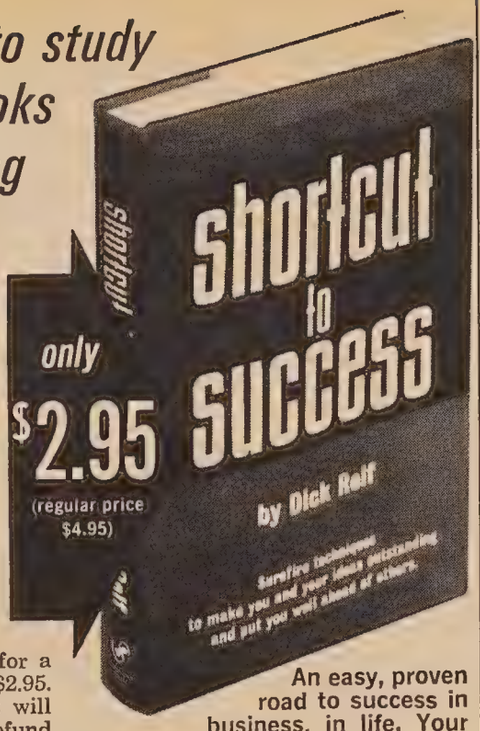
You would have to study 50 to 100 other books to learn everything contained in this one volume!



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We guarantee that PRO-STAR Golf Balls will travel further and truer. We guarantee that PRO-STAR Golf Balls can't crack, can't chip, can't cut, can't lose their shape, compression, distance—EVER! We guarantee PRO-STAR Golf Balls will retain their freshness and resiliency game after game, for years and years.... or we'll send you FREE replacements ANY TIME!

We defy anyone to damage **PRO-STAR** *in any* way on the golf course—or off. No matter how often you top it or chop it... no matter how often you plunge it through the roughest roughs or fish it out of watery traps... you'll still have a ball that's as bright, white, new as the first time you hit it!

PRO-STAR LASTS A LIFETIME

CONFORMS TO U.S.G.A. RULES

The first time you tee off, you'll see why PRO-STAR is a truly superior ball! Even though it conforms to all the exacting standards and specifications of the United States Golfing Association, it still out-plays *any* ball regardless of price. PRO-STAR is so perfectly round, so spherically true, it has a ballistically stable spin just *one-fourth* of any ordinary ball. This means you'll hook and slice less.

And here's the second part of our amazing guarantee: Two months from today—or two years from today—**if PRO-STAR ever chips, cracks, cuts . . . loses its roundness or balance, just send them back. We'll replace them with new balls—no charge!**

PRO-STAR is specially priced for this introductory offer. A set of 4 is $5, 12 are $12, 24 are $20—all shipped postpaid and all will deliver a lifetime of service.

30-DAY NO-RISK COUPON. MAIL NOW!

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Prove that PRO-STAR golf balls do last a lifetime, without risk on my part. If I'm not 100% convinced, I'll return them "as is" anytime within 30 days for a full refund. If I decide to keep them, you will replace FREE of charge any PRO-STAR that is damaged in any way—any time for the rest of my life!

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Rush postpaid:
☐ $5 enclosed for 4 PRO-STARS
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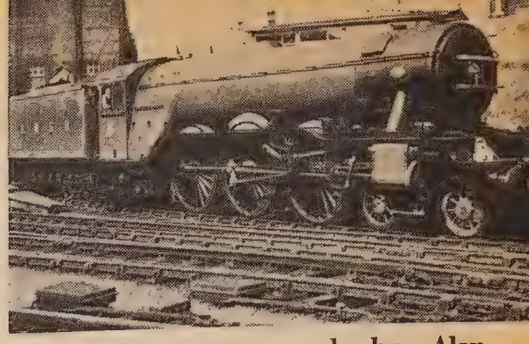

Flying Scotsman, **owned by Alan Pegler, will soon visit U.S., Canada.**
Photograph from Hartland Smith

York, Washington, Dallas, etc., for exhibit. We will print further details when available.

In this connection, Walton Films has released a new movie, *The Flying Scotsman,* distributed in the U.S. by Hart Industries, Box 452, Birmingham, Mich. 48012. It shows the famous 4-6-2's fast runs in Great Britain and the commemorative 40th anniversary run from London to Edinburgh last May 1st. There are views at trackside, from the cab, and inside the train, all good, sharp photography. About 125 feet of 8mm: b&w, $5.49; color, $14.49. Also in Super-8: b&w, $6.89; color, $15.39.

December magazine of Nickel Plate Road Historical & Technical Society contained an extensive story by Tony Koester on the reappearance under steam of NYC&StL 2-8-4 No. 759, which has been used for fantrips on several major Eastern roads and was illustrated in *Railroad Magazine* recently. Leased by the High Iron Co., Lebanon, N.J., from Steamtown (loco collection assembled at Bellows Falls, Vt., by the late Nelson Blount), the 1944 Berkshire has been helping to keep alive the tradition of big steam. We first mentioned the Society last September; since then its magazine has been improved with better paper and photo reproduction. Dues, including subscription, $3 per year; address, Box 633, Lafayette, Ind. 47902.

A half-inch-per-foot scale model of Norfolk & Western 0-8-0 No. 244 was put on display recently in the Smithsonian Institution's Museum of History and Technology, Washington, D.C. She was the last steam loco built for service on a major U.S. railway; entered service Dec. 10, 1953, retired Sept. 29, 1958. The model, built in York, England, by H. Clarkson & Son, was presented to the Museum by the N&W.

Hillcrest Lumber Co. of Vancouver Island, Canada, has ceased operations due to depletion of trees, we learn from a recent *Switchlist,* published by the Pacific Northwest Region of National Model Railroaders' Assn.; John Shideler, editor; 20319 Meridian Ave. N., Seattle, Wash. 98133. It was a

STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.

There is one chance in 4 that a heavy smoker may be stricken one day by lung cancer.

Tobacco smoke is composed of 84 substances, 5 of which are carcinogenic (cancer causing) and 30 are toxic (poisonous). Every time you draw on a cigarette, cigar or pipe, you are exposed to at least 44 different chemicals and poisons, 23 among the most deadly are: lutidin, rubidin, carbolic acid, formaldehyde, methalymine, acreilin, collidine, viridin, arsenic, formic acid, nicotine, hydrogene, sulphide, pyrrol, furfuroi, benzpyrene, methyl alcohol, prussic acid, corodin, ammonia, methane, carbon monoxide, pyridin. Quite a lungful of deadly poison for just one puff of smoke!

In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

Now, where's this advice coming from? Some cigarette or pipe tobacco advertiser trying to make the best of a bad situation? Of course not!

This is the advice of the Anti-Tobacco Center of America, an organization designed especially to help you rid yourself of your addiction to tobacco.

OBESITY LURKS JUST AROUND THE CORNER

Well, our experience has shown that a "confirmed" or "heavy" smoker should not stop smoking all at once, as this will seriously endanger his health and well being.

For years your body has been accustomed to its regular daily intake of toxic substances such as nicotine, tars, etc., and by now it is adjusted to that situation. Cutting tobacco out overnight will result in a shock to your physiological system accompanied nearly always by psychic disturbances. Which results in an imbalance of the sympatheic nervous system.

The digestive system becomes disturbed; the central nervous system becomes up-set; you become "bad-tempered", you can't be bothered by friends, spouse, children, etc., as the least little irritation will make you fly off the handle.

Life becomes hell for you and everybody around you.

But, that's not all; it has been effectively proven that anyone who attempts to stop smoking by sheer will power alone, will suffer terrible feelings of frustration.

A VICE THAT CAN KILL

In order to compensate, he begins to eat and eat and eat. This is why so many former smokers put on excess weight and become fat. Stopping smoking all at once has been the cause of many severe cases of obesity.

So, giving up smoking, by yourself, is not the real solution, as it might endanger your health.

Then, how should you stop smoking?

Well, this is what the Anti-Tobacco Center of America is going to teach you.

Just clip and mail the coupon below to receive full information on a program which will help to rid you of your need to smoke. You'll be amazed to learn that you can stop smoking without any danger and without straining your will power; after only a few days the desire to smoke will vanish.

Just think how much happier you will be!

This is the experience of an ex-smoker we all know: MAURICE CHEVALIER "I was sunk in a vice which had left life no meaning at all. I was chronically dominated by a mountain of cigarettes, which like a growing invasion of grasshoppers succeeded in ruining my nerves. I stopped smoking twelve years ago. (Chevalier wrote this in 1950) And it is since this fortunate decision that my mental activities, my intelligence, my memory developed so much, that I — who had lost all interest in life — could escape that growing scepticism and rediscover interest in what happened around me. *I was able again to read and . . . to remember what I had read!"*

Among the 28,683 former smokers helped by the Anti-Tobacco Center, we give you the testimony of some doctors. We have chosen this profession intentionally, because doctors know the harm that tobacco causes. They are able to appreciate the results of our program.

IF YOU STOP SMOKING YOU WILL:

- Digest your food better
- Sleep better
- Combat fatigue
- Diminish the chance of cancer
- Be in good humor
- Keep your good eyesight
- Remain calm
- Have a good memory
- Get back your muscle tone
- Drink less alcohol
- Have clean breath
- Grow old less quickly
- Find a revival of your virility
- Save money

WHAT DOCTORS SAY!

Dr. A. C. "The efficacy of your product surprised everybody. I stopped smoking in ten days exactly. Thank you sincerely."

Dr. J. T. "I have used a supply of your product . . . I was informed of its composition by a friend, Dr. C., who was, truthfully speaking, rather sceptical. But after having used it, I do not smoke any longer and have no desire whatsoever to start again. The result is absolutely clear, without a shadow of a doubt, and I feel it my duty to tell you so."

Dr. E. C. "Since January 23, 1962, I no longer smoke. I have already given the "tip" to several of my friends and patients."

Dr. P. G. "I am happy that I do not smoke any more, this of course being due to the use of your product. All my thanks."

Dr. L. D. "The result was rapid. I think that anybody who wishes to stop smoking can do so."

(Since European law forbids all publicity for doctors, we can only publish their initials.)

ANTI-TOBACCO CENTER OF AMERICA 276 Park Avenue South, New York, N. Y.

Allied with the Centres de Propagande Anti-Tabac in:

FRANCE, Paris -92 bd. de Sebastopol • **ENGLAND,** London-41AKensington Park Gardens
GERMANY, Düsseldorf—Fürstenplatz • **SWITZERLAND,** Geneva—11 rue de Cornavin
ITALY, Milan—3 via Ugo Foscolo • **BELGIUM,** Antwerp—38 Avenue de France
PORTUGAL, Oporto—44 rua da Fabrica • **FINLAND,** Helsinki—152 Hameentie
SOUTH AMERICA, Bogota—Apartado Nacional 1407

For the free booklet on how to stop smoking forever without risk and without straining your will power, just mail the coupon below to:

Stop Smoking — Thanks to this Free Book

Anti-Tobacco Center of America, Dept. A-379-G
276 Park Avenue South, New York City, 10010

Please Rush Book to me Free of Charge

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Big 3 Bargain Sale

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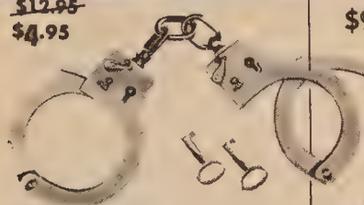

REGULATION POLICE HANDCUFFS
With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. **$4.95.** Deluxe Leather Cuff Case: **$2.75.**

$9.95 ~~$12.95~~

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SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. **$9.95**

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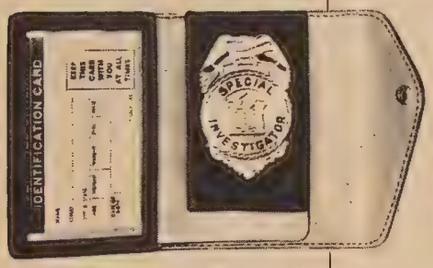
LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, **$2.95.** Extra blanks 50c per capsule.

~~$4.95~~ $2.98



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Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only **$2.98.** I.D. Cards 25c each.

~~$3.00~~ $1.00

WHO STOLE MY BIKINI?!!
"TITILATING BALL POINT PEN"
Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

IN GLORIOUS COLOR

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only **$1.95.** Also Stag Deck **$2.95.**

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed.
5 9/16" open. **$4.70;** 7 1/16", **$4.95;** 9", **$7.50;** 11", **$12.95**

~~$3.95~~ **$1.98**

OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: **$1.98.** Miniature: **$1.25.**

SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

~~$13.95~~ **$5.95**

22 Cal. Blank Cart.
8 Shot Revolver
No Permit Required

"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 8 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long, ideal for stage, sporting events, boating, protection. Revolver $5.95, "QUICK DRAW" deluxe leather holster $2.25.

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Please send me items checked.
☐ Handcuffs ☐ Movie Viewer
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Satisfaction Guaranteed. Send cash, check or M.O. and save C.O.D. charges. $1.00 deposit with C.O.D. orders.

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City ..... State ..... ZIP .....

Canadian National 5120, class J-4d Pacific, at Armstrong, B.C., August, 1947

Photo by Jim Hope, 3501 Highway Dr., Trail, B.C., Canada

steam operation down to the end, and its loco No. 10 will probably be saved for a museum.

Want a railroad job? A steam locomotive engineer, experienced with oil-burning steamers, is sought by Edward Bernard, president of Southern Appalachian Ry., Burnsville, N.C. 28714. Also needed for this line, which uses a former Brooklyn Eastern District Terminal 0-6-0T, are a fireman, a trainman, and loco and car maintainers.

Clinchfield RR. 4-6-0 No. 1, illustrated in our Jan. '68 issue, is back in steam, reports Doug Zimmerman, 1412 Meadowbrook Dr., Johnson City, Tenn. 37601. "The road bought her back from Erwin, Tenn., to which she had been sold for display, and overhauled her. She now has a silver-painted smokebox and brasswork galore." We understand she will be operated on excursions.

Eleven photos of steam in action, plus two electrics, are featured on the 1969 wall calendar still available from California Southern RR. Museum, Box 94, Colton, Calif. 92324; $1.50.

Newest steam railroad in Texas is narrow-gage line at Astro World, a Houston amusement park. It uses two new oil burners built to resemble old-time locos, manned by union crews.

"Louisiana Long Leaf Lumber Co. No. 7, a woodburning 2-6-2 (Baldwin, 1907), illustrated in your April '68 issue, is on a siding across the street from a city park in Malvern, Ark.," writes Marvin Sutherland, 5742 Creekbend Dr., Houston, Texas 77035. "No one seems to know what lies in store for this vintage engine." Meanwhile, 200-ton 2-8-0 No. 2562, donated in 1956 by Southern Pacific to the city of Chandler, Ariz., is in the way of new construction for municipal buildings. She was to have been removed from her display site in a softball park next to the city library by Feb. 5th so that work could begin, reports George Bayne, 10237 Snead Circle, Sun City, Ariz. 85351. Her wheels were welded to the rails on which she sat, behind a fence, so moving her would present quite a problem. Who can tell us what has happened to the big Consolidation?

Altus, Okla., has refurbished former Frisco 2-10-0 No. 1615 for display in South Park. Built in 1917, the Decapod was intended for delivery to Russia, but political and wartime conditions changed the picture, and she went to the St. Louis-San Francisco instead. Altus City Council authorized the funds for renovation.

West Virginia's Cass Scenic RR. had a record 66,000 visitors last year, reports the state Department of Natural Resources. "The old lumber road that made a comeback from scrap pile to national attraction has taken a front seat in West Virginia's bid to woo more tourists," said Kermit McKeever, chief of parks and recreation. "This increase is mainly due to public acceptance of the 8-mile extension to Bald Knob Moutain." Our Nov. issue had photos of the opening of this extension on the Shay-powered line.

Illinois Central No. 2500, a huge 4-8-2 (Lima, 1937), has been seen by more than 200,000 visitors to Fairview Park, Centralia, Ill., where she sits on display behind a fence, we learn from the *IC Magazine*. She is carefully maintained by L.A. "Bo" West, a retired CB&Q man who has been active in the project to preserve her. Donated to the city by IC, the Mountain-type is exhibited by the Age of Steam Memorial Committee, which raised a trust fund for her care.

"Laramie Valley Ry. at Laramie, Wyo., which has long had an ex-Union Pacific 0-6-0 (Lima, 1905), recently acquired a diesel," reports Barry Burke, 7778 Applewood, Denver, Colo. 80221. "If they don't need the old switcher any more, maybe some rail-fan club could get her."

Coming Events

Feb. 11-22: Rail tour, San Francisco to Mardi Gras in New Orleans and back, via Chicago, intermediate cities, using "Calif. Zephyr" and "Panama Ltd." Rates, $418 and up. Details: Rogers Tour & Travel, 85 E. San Fernando St., San Jose, Calif.

Feb. 22-23: Winter Steam Spectacular on 3-ft-gage East Broad Top, Orbisonia, Pa. Numerous steam trips, photo runs, shop tour; trolley rides on adjacent Shade Gap elec. ry. Contact Sherman Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

Feb. 23: Steam trip, Bethlehem, Pa., to McAfee, N.J., via LV, PC, and L&HR. Ski-jumping demonstrations at Great Gorge Ski Lodge; fashion show for ladies; skiing during layover. Ski-lift tickets available on train. Fare, $13.95; children, $7.95. Details from Quakertown & Eastern RR., Box 438, Quakertown, Pa. 18951.

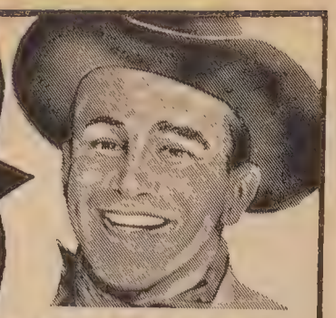
April 19: Steam trip over former Black Mt. RR., using ex-BEDT 0-6-0T No. 15. Lv. Burnsville, N.C., 1 p.m. for 23-mile, 3½-hr. trip; photo stops. Fare, $4; kids, $2.50. Tickets, details from Southern Appalachian Ry., Burnsville, N.C. 28714.

April 20: Trolley trip on Shaker Hts. Rapid Transit, 1200-series cars. Lv. SHRT platform at CUT 1 p.m. Fare, $5.75 if paid before April 6; children, $3.75. Contact Northern Ohio Ry. Museum, Traction Excursion, Box 7086, Cleveland, Ohio 44128.

Every Saturday, 6:30 p.m.: AT&SF economy tour leaves Chicago for southern Calif.; arrives back in Chicago 1:30 p.m. the following Saturday. Unescorted 7-day tours feature travel on Hi-Level "El Capitan," 3 nights in Hollywood Roosevelt Hotel, visit Disneyland, Knott's Berry Farm, Universal Movie Studios, Farmers' Market, etc. Price, $199.50, incl. all meals en route. Details from AT&SF Public Relations Dept., 80 E. Jackson Blvd., Chicago, Ill. 60604.

INVEST NOW!

1 1/4 ACRES in MEADOW VALLEY RANCHOS in NEVADA



$1.00 DOWN
$10.00 MONTHLY
FULL PRICE $695

THE BOOM THAT HAD TO COME IS NOW ON IN NEVADA. Ground floor buyers are reaping fortunes from small initial investments. A factual example of skyrocketing values is Las Vegas, Nevada. Land in Las Vegas that originally sold for $200.00 an acre now sells for $20,000.00 an acre, a profit of 1000%! Buyers who took advantage of low opening prices have become wealthy. The ground floor opportunity of Las Vegas is gone, BUT ANOTHER AREA OF PROPEROUS NEVADA IS BEING RELEASED FOR PUBLIC SALE!

This area has such a tremendous growth potential, such a fantastic unlimited future, that wise investors have purchased large acreage. Bing Crosby's ranch was one of the largest ranches in the county. James Stewart is Honorary Sheriff. Yes, the smart experienced investors have sensed the future and are buying MEADOW VALLEY RANCHOS in Elko County, Nevada.

MEADOW VALLEY RANCHOS has all the factors needed to boom . . . to prosper . . . to skyrocket its land values. Ideally located in the prospering Elko Valley, The Ranchos have the backdrop of the statuesque Ruby Mountains. The sparkling Humboldt River, actually flows through the property and is a valuable asset of the Ranchos. Every Rancho fronts on a graded road. The City of Elko, with its long established schools, churches and medical facilities is MEADOW VALLEY RANCHOS friendly neighbor.

FISHING: A fisherman's paradise. Huge Rainbows, Brook Trout and German Browns abound in Alpine-like lakes and streams.

GOLF: Enjoy leisurely golfing, with never a rush for starting times, at the city owned Ruby View Golf Course. This beautiful golf course is only minutes from the property.

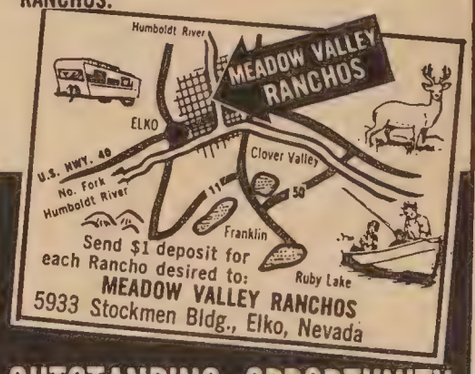
LAKE OSINO: No charge to Rancho owners for full privileges at nearby Lake Osino. Fish, Picnic, Relax at this private lake.

HUNTING: You will find the hunting of your life. Big game Mule Deer are abundant. Duck, Quail and Chukar are plentiful.

YOUR PROFITABLE TOMORROW — YES, wise investors are now buying in MEADOW VALLEY RANCHOS, but America's largest corporations, who buy in advance of population explosion, are also investing throughout Nevada. U.S. COMMERCE BUREAU FACT: Per capita income in Nevada is highest of all 50 states.

TAX RELIEF — No State Income, Gift or Inheritance Tax. The low Real Property Tax is actually limited by the State Constitution.

WHAT ARE THE TOTAL COSTS?
The full price of the title to your 1¼ acre Rancho is only $695. Total payment schedule is $1 down, and $10 per month. No interest, no carrying charges. John D. Rockefeller said, "The big fortunes of the future will be made in Real Estate." You are not required to do anything to your land. Live or vacation on it, or watch its value grow, then sell all or part of it for a profit. Your profitable tomorrow is here today in MEADOW VALLEY RANCHOS.



NOW! DON'T MISS THIS OUTSTANDING OPPORTUNITY

MEADOW VALLEY RANCHOS
5933 STOCKMEN BLDG., ELKO, NEVADA 89801

MAIL COUPON TODAY

Yes!—Reserve acreage at MEADOW VALLEY RANCHOS for me - $695 for each 1¼ acre parcel—payable $1 down and $10 a month. No other charges. Send purchase contract and map showing exact location of my holding. You will return my $1 deposit if I request same within 30 days. I enclose $1 deposit for each 1¼ acre Rancho desired.

SIZE ACRES	DOWN	PER MO.
1¼	$1	$10
2½	2	15
3¾	3	20
5	4	25

Name:_____

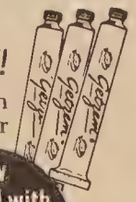
Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos____ Total enclosed $____

Getzem® ODOR LURE
draws fish like a magnet
to your bait, plug or fly!

DRIVES FISH STRIKE CRAZY!



How would you like to catch more fish than you ever caught before in your life? You can . . . thanks to a jealously guarded secret that professional fishermen have been using for years: Odor! Fish can't resist the tantalizing aroma that means food. They head for it like you head for a steak. And that's how Getzem works! It's a highly concentrated aroma of the foods fish love. Squeeze a little on your bait, plug or fly. In seconds, fish begin getting whiffs and head for your bait! One application—just a few drops—is effective for 2 to 4 hours. One tube helps you catch dozens of fish. Order Getzem for the type of fish you're after. These are listed below. **Only $1.50 per tube.**

Now fortified with QUMOX hormone attractant

30-DAY MONEY-BACK GUARANTEE!

READ WHAT GETZEM USERS SAY:

"I even threw my hooks out unbaited, except for Getzem, and they took the bare hooks even."
W. H. Boosinger

"I tried Getzem against some really good fishermen and out-fished them every time. This Northern Pike weighed in at 16 lbs. and is 40" long!"
Hobart Peter

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Darrell Miller

FREE WITH GETZEM

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Order 3 tubes of Getzem for $3.95 and get this chum box FREE! Hollow plastic body holds any kind of chum you want—Getzem-soaked cotton, chopped worms, minnows, stink bait. Holes release odors as box is rotated by angular fins. Can be rigged 18" to 30" above regular bait.

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Rush.....tubes Getzem @ $1.50 each (3 for $3.95 entitles me to FREE Chum Box). I've indicated flavors below. I enclose $.....

☐ Send C.O.D. (postage paid except on C.O.D.'s)

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Address.....

City.....State.....Zip.....

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The Switch List

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As this issue hits the news-stands, our April department is closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DOUGLAS ANDERSON, 64-309, Box 788, Mansfield, Ohio 44901, wants Erie, EL rosters, loco maintenance assignments, etc.

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells steam pix of LV, RDG, CNJ, L&NE, DL&W, DSS, etc. (SSE)

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, buys pix, memorabilia of N.Y., Westchester & Boston.

BRUCE BARRETT, 2660 Forsythia, Pueblo, Colo. 81004, sells, trades for negs. of D&RGW, AT&SF, MP, C&S, UP diesels on approval.

CECIL BARRETT, 306 1st St., Saskatoon, Sask., Canada, sells size 116 Canadian rr. pix. List, sample, 50¢.

DICK BARRETT, 635 2nd St., Albany, N.Y. 12206, buys pix, plans of NYC West Albany engine terml. and car shops.

JOHN BARTUNEK, 3535 Park Ave., Brookfield, Ill. 60513, sells pix of diesels, cabooses. (SSE)

BRUCE BEARDSLEY, 179 Genesee Pk. Blvd., Rochester, N.Y. 14619, sells mags., bks., tts., wall pix, other railroadiana. (SSE)

HARRY BENNETT, JR., 1804 N. Mount St., Baltimore, Md. 21217, wants Swett's "Interurbans Special" Supp. 2. Orig. pref.; will accept good photocopy.

ED BERGMAN, 5824 Frances St., Omaha, Neb. 68106, seeks members for Mobile Post Office Society; dues $2.50 year. (SSE)

ERVIN BORDEN, 166 Hillman St., New Bedford, Mass. 02740, buys pix of MEC and Portland, Me., Union Station.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC, any Fla. trolleyana. Trades B&ML, CNS&M, FEC tkts. Sells pix from FEC 8x10 offl. negs.

G.L. BROADFIELD, 63 Riverside Ave., Massapequa, N.Y., will buy steam loco bell for Vt. schoolhouse.

C.N. BROWN, 4011 N.E. 80th Ave., Portland, Ore. 97213, will buy 1925-35 Offl. Guide, good cond.

STEVE BROWN, 2405 Emily Dr., Fort Worth, Texas 76112, makes custom pix, slides of Texas rrs. (SSE)

CYRIL BUTCHER, 8 Coyne St., Saint Thomas, Ont., Canada, sells, trades steam pix of C&O, CN, CP, Erie, PM, WAB; also C&O diesels, cabooses in color. (SSE)

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, sells steam, trolley negs.; several sizes, 50¢ to $3 ea.; no lists. (SSE)

E. CAPPON, 3238 Elwood, Grandville, Mich. 49418, buys 3½x5 color pix, 35mm slides SR silverside gons and unit coal trains.

BILL CARRUTHERS, 58 Princeway Dr., Scarboro 4, Ont., Canada, sells sizes 620, 616 Canadian steam negs. List 35¢.

ED CONKLIN, 5 King Arthurs Court, St. James, N.Y. 11780, will buy PRR keystone, PRR loco markers; Alco, Baldwin no. plates.

LOU COTNOIR, 19 Buttercup Lane, Medway, Mass. 02053, sells lanterns converted to table lamps.

BILL CRAWFORD, 586 Dixmyth Ave., Cincinnati, Ohio 45220, buys, trades RPO cancellations, pix, slides of operating RPO's.

STAN CREWS, 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells foreign, domestic railfan mags., rail, trolley bks., brochures, &c. (SSE)

HAROLD DAVISON, 611 3rd St. N.W., Austin, Minn. 55912, sells pix, negs., tts., emp. mags., & c. (SSE)

FRANK DeLARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England rr. stock and bond certificates. List, sample: 25¢.

CARL DENTREMONT, 62 Birch St., East Millinocket, Me. 04430, wants Railroad Magazine: 2/53 to 12/54; 10/44, 3/47, 6/47, 10/47, 3/48.

VINCENT DeSANTIS, 196 Carbon St., Paterson, N.J. 07522, sells EL b&w, color station pix. (SSE)

FRANK DiFALCO, Box 269, Keene, N.H. 03431, sells railroadiana.

BERT DOCKALL, 607 Cameron St., Rockdale, Texas 96567, buys, trades sw. keys. Buys rulebks., tts., lanterns, &c.

TERRY DURKIN, 1521 W. Hotel Circle, San Diego, Calif. 92110, will sell Railroad Magazine: 1933 to date, $325; bound vols. Trains: No. 1 to date, $650; AT&SF caboose stove, $55; V&T sw. stand, $150; classif. lamps, $60 pr. (SSE)

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, sells set of 7 slides of R.F. Kennedy funeral train, pilot train: $2.25 ppd.

BOB EMERICK, Det. A, 12 MP Gp (CI), Fort Meade, Md. 20755, buys pix, negs. of NYO&W, M&E, L&HR.

GRANT FERGUSON, 8655 Selkirk, Vancouver 14, B.C., Canada, trades 35mm. color slides. Wants eastern GN, NP, Chicago area rrs.

R.P. FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083, buys SAL flagman's and Erie diamond herald condr.'s and trainmen's cap badges.

AL. FOLLETT, 3737 N. Pine Grove St., Chicago, Ill. 60613, sells, trades tts., emp. tts. Buys elec., shortline tts. (SSE)

ERIK FRODSHAM, 4015 N. Sherman St., Fresno, Calif., will buy or trade rr. lantern for large diesel airhorn.

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, sells, trades slides, negs. on approval of D&RGW, CRI&P, UP, CB&Q, MP, AT&SF, WP, GN, NP, SP&S diesels.

T.G.J. GASCOYNE, Box 565, Oshawa, Ont., Canada, buys any size b&w, color negs., 35mm slides CNR psgr. cars 2125, 2127-2129, 619-620.

LOU GEORGE, 7 Eldried St., Middletown, N.Y. 10940, sells rr. stock certificates.

W.C. GILLOCK, Box 1381, Longview, Tex. 75601, sells, trades loco pix, emp. tts., sw. lamps, caboose markers, rr. bks. (SSE)

RANDY GLUCKSMAN, 228 E. Tremont Ave., Bronx, N.Y. 10457, will buy Seyfried's "Third Ave. Ry. System."

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells rr. diner bud vases, marked silverware. (SSE)

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells p.c.-size color pix of PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, SIRT, &c. Lists free; specify subjects.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, will swap Wells Fargo brass belt-buckle for 1907 or 1916 Poor's RR. Manual.

AL GUNDERSON, 427 Chicago Ave., Savanna, Ill. 61074, will buy pre-1920 Off. Guides.

E.H. HEATH, 526 Amelia St., Cornwall, Ont., Canada, buys CNR, CPR loco fireman's mechanical exam. booklets.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix. Steam list, 15¢. B&O, PRR diesel list, 10¢. Trolley, interurban list, 10¢.

FRANK HOLZSCHUH, 601 N. 5th St., Kearny, N.J. 07032, sells back isues of Railroad Magazine, Trains; books, negs., other railroadiana.

R. HUBERT, 24 Benham St., Torrington, Ct. 06790, trades 35mm., 2¼x2¼ negs. of NH diesels for MEC, BAR negs.

KEN JOHNSON, 26 Summer St., Greenfield, Mass. 01301, wants info. on NYC or D&H engr. Wm. H. Beebe, killed in wreck, and his father, John H. Beebe.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues of Railroad Magazine, Trains, &c. Buys collections of same, good cond.

JIM KELLEY, 99 Union St., Attleboro, Mass. 02703, buys, trades NYNH&H pix.

HENRY KEOUGH, 274 Prospect St., Pottstown, Pa. 19464, sells 1966-68 Off. Guides or trades for steam era post cards.

JOHN KING, 305 Robins Way, Chadds Ford, Pa. 19317, sells PRR K4s steam whistle assembly drawings, details, full size. Set, $5.

SKIP KITCHEN, 20421 Lake Rd., Rocky River, Ohio 44116, buys keys, locks, lanterns, globes, police badges, ident. cards.

ROBT. KRUEGER, 95 Stanford Hts., San Francisco, Calif. 94127, sells SP steam negs. (SSE)

PAUL KUTTA, 6634 Windsor Ave., Berwyn, Ill. 60402, trades orig. 35mm. slides. Buys info., pix, tts., &c. on D&E, D&N, U&D.

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells size 122 negs. of southern shortlines, indust. rr. steam. List: 10¢.

CARL LIGMAN, 7118 Wolf Rd., La Grange, Ill. 60525, buys erection drawings of CB&Q M4A, B&LE 2-10-4's tender.

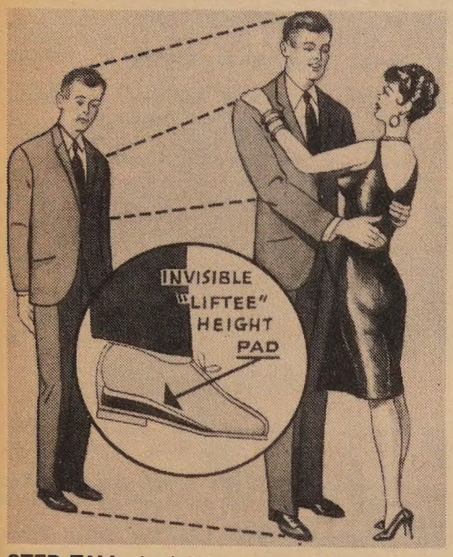
A1C ROGER LINK, Box 3231, Altus AFB, Okla. 73521, sells dupl. slides of steam, diesel on approval. Sample: 30¢

GARY LOEFFLER, RR. 2, Onalaska, Wis. 54650, sells size 616 steam logging negs.; no list.

EARLE MAIER, Box 51, Oshtemo, Mich. 49077, buys pix, tts., advts. of psgr. trs. on CNR, D&H, NYC, PRR, NH, &c.

men's mart

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



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METAL SOCIAL SECURITY CARD. Lasts a lifetime. Not harmed by fire, water, etc. Wafer thin, 4-color, solid aluminum. Wallet sized 3½" x 2". Engraved with full name and number. 1 card $1.00, 3 cards $2.79. Big Three Enterprises, Dept. AD6, 1109 Sixth Ave, NY. NY 10036

CHURCHILL MEMORIAL COVER. Scarce envelope bears portrait and autograph. Postmarked with day-of-death cancellation, London, SW1—post office servicing Parliament and official residence of Prime Ministers. Valuable Churchill New Issue stamps included plus complete set of England's 42 Kings & Queens! 25¢ ppd. Kehmore C-902 Milford, New Hampshire

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GAME WARDEN, FORESTER, GOVERNMENT HUNTER. 3 free guides reveal plan to prepare men ages 17 up for Wildlife-Forestry Conservation jobs. Public service career offers adventure, good pay, low living cost and security. Write for free guides. North American Conservation, Dept. AMG2, University Plaza, Campus Drive, Newport, Calif. 92660.

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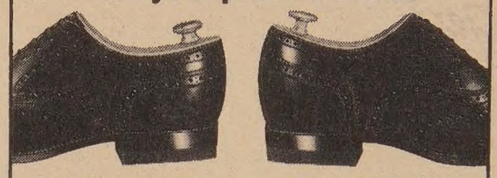

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BACK ISSUES OF THIS MAGAZINE

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RAILROAD MAGAZINE
205 EAST 42nd STREET
NEW YORK 10017

JOHN MARTIN, 1318 Old Johnson Ferry Rd. NE, Atlanta, Ga., 30319, sells, buys collns. of railroadiana, emp. tts., tts., mags., Guides. List: 25¢.

VINCENT McKEE, R.D. 3, Washington, Pa. 15301, buys lanterns, switchlocks, keys, etc. from D&RG, CB&Q, ATSF.

R.E. McMURDO, 755 Main St., Waltham, Mass. 02154, sells Interurban, Trolley Sparks, trolley route maps.

A.E. MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys 8mm., 16 mm. action movies of NP.

GARY MILLER, 1621 S. 2nd Ave., Arcadia, Calif. 91006, wants M-K-T psgr., frt. photos, esp. of PA diesels; also tts.

C.G. MOCKBEE, 1573 Bowman Ave., Dayton, Ohio 45409, buys pix, info. on ex-C&LE cars in Richmond, Va.; PST, P&W pix, tts., tkts., &c.

ED MORAN, 3300 Netherland Ave., Bronx, N.Y. 10463, sells Railroad Magazine '40-'47, RMC '35-'52, Trains '47, Mdl. Bldr. '40-'41, railroadiana. (SSE)

JOE DALE MORRIS, 4715 Harmon Ave., Austin, Texas 78751, buys 35mm. slides, b&w pix, movies, sound-recordings of SP narrow-gage 4-6-0's 8, 9, 18.

CHAS. MOTT, 809 William St., Huron, Ohio 44839, will sell colln. of railroadiana in one lot, or trade for Grt. Lakes marine material.

BILL MYERS, 50-31 Newton Rd., Woodside, N.Y. 11377, sells slides on approval of steam, elect., incl. PRR. IC, DL&W, &c.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys FEC, Fla. railroadiana. Sells FEC pix, tkts.

DAVE NESTLE, R.D. 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana. List: 10¢.

R.V. NIXON, Box 21, Missoula, Mont. 59801, will send Burlington Northern emp. tt. to anyone for 18¢ postage.

DAVE OGLE, 2819 Ramona St., Palo Alto, Calif. 94306, buys 35mm. slides of non-fantrip steam.

GEO. O'KEEFE, Rte. 4, Box 396, Osseo, Minn. 55369, wants book, "The Milwaukee Road: Its First 100 Years."

HAROLD OLSEN, 921 Essex Ave., Linden, N.J. 07036, trades for 116-size pix of LA Ry.

MAYER PEARLMAN, 141-11 78th Rd., Flushing, N.Y. 11367, sells Trains Magazine '52-'68.

D. PEREZ de LEON, 29 Norte 409, Puebla, Pue., Mexico, will send "Ferronales" Magazine, pub. by Natl. Rys. of Mexico, 25¢ ea.

JOE PIERSEN, 1180 Sherwod Ave., Highland Pk., Ill. 60035, trades C&NW, CGW pix, slides.

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pix McKinley, Garfield, Roosevelt, Harding funeral trs.

KEITH PRATT, 9 Gilman St., Somerville, Mass. 02145, buys MEC pix, pass. trs., mixed trs. at Washington Jct., Ellsworth, Machias, Vanceboro, Kennebunk, Kittery, Eastport.

JIM PROKES, 7343 S. Talman, Chicago, Ill. 60629, buys steam, trolley tts., esp. CNS&M.

THOS. PULSIFER, Box 371, Xenia, Ohio 45385, wants recent emp. tts. of N&W, PC, B&O, C&O, EL, DT&I, B&M, MeC, SCL, IC, LI, Rdg.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 negs. diesels, cabooses, eqpt. State interests.

BILL RAPP, 430 Ivy Ave., Crete, Neb. 68333, sells, trades CB&Q pix. (SSE)

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, wants chinaware from rr. diners, esp. with PRR, NYC, SR markings. Trades playing-cards, ash trays, keys. NYC tr. orders for SSE.

FRANK T. REILLY, 306 Front St., Dunellen, N.J. 08812, buys, trades CNJ railroadiana, slides. Wants to hear from others interested in CNJ.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys sw., marker, classif., hand lanterns, bells, headlights, whistles, locks, keys.

S.T. RIDGE, 1317 Harmon, Danville, Ill. 61832, buys pix, negs., newspaper clips, maps, tts., tr. orders, &c. on Wabash or predecessors.

JEROME ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628, buys 9/60, 3/63 issues of RMC, pix PRR DL-600's with trainphone antennae.

JOE SAITTA, 42-20 162nd St., Flushing, N.Y. 11358, sells, trades 35mm. Kodachromes of trolleys, rrs., incl. NOPS, NYCTA, PTC, &c. No list; specify wants.

RON SALISBURY, 7439 N. Judson St., San Diego, Calif. 92111, buys SP "Condition of Diesel Power and Shopping Schedule."

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells back issues Railroad Magazine, Mdl. RRer, Traction & Mdls., railroadiana. Lists 10¢.

O.H. SCHEURER, 3917 N. 51st Blvd., Milwaukee, Wis. 53216, buys pix Wis. rr. stations, steam logging locos.

R.A. SELLS, 3529 Nicklaus Dr., Titusville, Fla. 32780, buys, trades any size caboose negs., pix. Wants TH&B, FEC 800-series wood hacks.

A.R. SHADE, 9831 Aldridge, Columbia Station, Ohio 44028, sells, trades pix, b&w slides of IT cars, elec. locos. List, sample 25¢.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells set of five 35mm. slides of D&H Alco PA's, $1 ppd.

GEO. SHELLY, 5 Briarcliff Rd., Allentown, Pa. 18104, buys 35mm. color slides of D&H PA's.

LARRY SIMPSON, 26 Valley View Dr., Dayton, Ohio 45405, sells loco whistles from B&O, NYC, L&N, WAB, shortlines, bldrs. plates from NP, other hardware.

HELEN SLOAT, 560 W. Pueblo St., Reno, Nev., wants addresses of AT&SF engr. H.L. Bryant, fireman C.P. Kyer, who made last run with 3759.

H.B. SMITH, Box 452, Birmingham, Mich. 48012, buys used 8mm., 16mm. commercial rail movies.

W.E. SMITH, R.D. 1, Wilcox Hill Rd., Conklin, N.Y. 13748, sells L&WV forms, EL emp. tts., photos, consists, &c (SSE)

BARRY SNYDER, 385 Ruckman Rd., Closter, N.J. 07624, buys B&O, C&O pix. Sells PC tts.

MIKE SPEIDEN, 13001 Narada St., Rockville, Md. 20853, trades Milw., St. Louis, Washington, D.C., and Kansas City trolley passes for those of other U.S., Canadian cities.

JOE STAUBER, 709 W. Arnold St., Marshfield, Wis. 54449, sells 35mm. color slides Soo, GB&W, C&NW diesels.

FRED STECK, Rte. 1, Reese, Mich. 48757, buys any size AC steam pix. Sells 35mm. slides of steam depots.

FRED STOES, 1601 Harper St., Santa Cruz, Calif. 95060, wants CGW loco diagrams, loco, car, and bldg. pix; will correspond with other CGW fans.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell UP shield emblem ashtray.

MEL SWANSICK, 6430 Xavier Ct., Arvada, Colo. 80002, sells 35mm. slides of C&W; no list. (SSE)

WALT SYLVESTER, 100 Hyde Park Ave., Bellwood, Ill. 60104, sells rr. lanterns, pix of steam, depots. (SSE)

JAS. THEODORE, 455 Bright Wood, Dayton, Ohio 45405, buys pix, info. on streamline locos.

RALPH TOWNSEND, 3326 June Dr., Dallas, Texas 75211, wants 2x2 color slides of steam, diesel, elec., trolley scenes anywhere.

GEO. TURNBULL, 50 Newtonville Ave., Newton, Mass. 02158, sells large colln. of NYC, NHRR 35mm. color negs. (SSE)

J.E. Van DORN, Box 374, Bloomington, Ind. 47401, buys pix of interesting rr. structures.

FESTUS Von BLON, Box 6422, BU Sta., Waco, Texas, will sell or trade Dew's "History of Jonesboro, Lake City & Eastn."

HOWARD WAYT, Box 441, Bellaire, Texas 77401, buys, sells, trades rr., trolley slides. Makes murals from b&w negs. Copies slides, negs., pix. (SSE)

BILL WILLIAMS, KBRN Radio, Brighton, Colo. 80601, sells professionally recorded mono, stereo tapes of UP 8444.

ROGER WILLIAMS, 511 Shue Dr., Newark, Del. 19711, sells rr. caps, any size: $1.25 ea., ppd. Also rr. emblems, pants-guards, &c. Wants rr. pix, postcards.

JACK WILSON, 645 Melrose Ave., Plainwell, Mich. 49080, sells b&w, color pix of Mich, rrs. List: 15¢.

Model Trading Post

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells b&w reprint of Winner train insert folder for '32 Lionel Catalog: 50¢ ppd.

BRUCE BEARDSLEY, 179 Genesee Pk. Blvd., Rochester, N.Y. 14619, sells AF S-gage items, catalogs, bldgs. (SSE)

HAL BULEIGH, 1396 Culver Rd., Rochester, N.Y., will sell compl. large HO-gage layout. (SSE)

DICK CRANDALL, RFD 1, Springville, N.Y. 14141, sells Lionel O-gage, AF S-gage eqpt. (SSE)

HAROLD DAVISON, 611 3rd St. N.W., Austin, Minn. 55912, sells Std. ga., O-ga. and AF trk., Lionel eqpt., mdl. mags.

AL GUNDERSON, 427 Chicago Ave., Savanna, Ill. 61074, will buy 3¼"-gage or smaller live steam loco.

ELMER HILLGOSS, Elverson, Pa. 19520, buys Lionel, Ives, AF toy trs.

WOLF HOEFER, Box 297, Sedona, Ariz. 86335, sells new Maerklin HO-gage cars, trk., accessories; Faller kits. (SSE)

DAVID KENYON, 55 Adams St., Lynn, Mass. 01901, sells discontinued Lionel, Amer. Flyer cars, accessories; specify which list. (SSE)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys action movies of tinplate, scale trs.

JOHN MONTVILLE, 2995 Botanical Sq., Bronx, N.Y. 10458, sells prewar Lionel eqpt. (SSE)

ERIC PORCH, 251 Richland Ave., Mansfield, Ohio 44903, sells circus, rr. models, Lionel trucks; rr. tts. (SSE)

C.A. SHAW, 3340 Winchell La., Billings, Mont. 59109, buys pre-1942 toy trs., pre-1958 Lionel.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 701 PRR switcher; 437, 438 signal towers, 444 roundhouse, 3854 merch. car.

FRED TUCKER, Big Pool, Md. 21711, will buy desk mdl. of steam engine, good detail, no motor.

Pen Pals Wanted

Tom Francis, 702 Railroad St., Ypsilanti, Mich. 48197, will correspond with Penn Central empl. wishing to trade train lists.

Jas. Theodore, 455 Bright Wood, Dayton, Ohio 45405, wants boy or girl pen pal interested in railroading.

Skip Kitchen (16), 20421 Lake Rd., Rocky River, Ohio 44116, interested in rr. locks, keys, lanterns.

PFC Alan Oxley, US54979109, Co. C, 1/22 Inf. (81 Mortars), 4th Infantry Div., APO San Francisco, Calif. 96262 ,wants used men's mags. for himself and other soldiers in Vietnam.

Marjorie Arnold (20), 3840 2nd St. N.E., Columbia Heights, Minn. 55421.

David M. Wood (15), Madill, Okla. 73446, collects stamps, newspaper mastheads, church bulletins. Has twin brother Danny.

Sherry Ivy (15), 610 Frost Ave., Waco, Tex., railroader's daughter.

Julia Williams (16), P.O. Box 153, Arriba, Colo., 80804, daughter of Rock Island railroad man.

Dennis Markuson (16), 612 N. 2nd St., Ellendale, N.D. 58436.

Glenda Spencer (18), Box 26194, San Francisco, Calif. 94126.

Jean Beaver (14), R.R. 3, Waynesboro, Penn. 17268.

Walt Kelly (38), Box 15049, St. Louis, Mo. 63110.

Lana Chenuz (16), 3542 East 26th Ave., Vancouver, 10, B.C., Canada.

Janet Benton (15), 3205 Scott St., Portsmouth, Va. 23707.

Theodosia Smith (21), 1015 Ionia SW, Grand Rapids, Mich. 49507.

Ruby Lowe (36), and sister, Wanda (21), P.O. Box 111, Shelby, Ohio 44875.

Blanche Pemberton (21), Job, Ky. 41225.

Stephen Vaughn (16), and sister, Norma (15), Vestaburg, Mich. 48891.

Emma Hurst (65), Box 28, Wheeler, Ind. 46393.

Patricia Hughes (16), 5 Hawthorne St., Perry, N.Y. 14530.

Mona Franklin (18), 261 Patten St., Marion, Ohio 43302.

Grace G. Morris Brown, Rt. 6, Spud Run Road, Chillicothe, Ohio 45601.

Michele Montague (15), 10521 Lothian Circle, St. Louis, Mo.

Sue Hiser (22), 2026 N. Farragut St., Portland, Ore. 97217.

J.H. Southworth, 6505 Twinbrook St., Indianapolis, Ind. 46227.

Shortlines of Nebraska

Locomotive Rosters Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arrangement	Tractive Effort	Weight	Year Built
Omaha, Lincoln & Beatrice Railway							
101	400	GE	44-ton	B-B	26,400	88,000	1950
South Omaha Terminal Railway							
1-3	660	Alco-GE	S1	B-B	59,400	198,000	1945
4	660	Alco-GE	S1	B-B	59,400	198,000	1945
5	660	Alco-GE	S1	B-B	59,400	198,000	1947

Based on data from OL&B's vice president and SOT's president, these rosters are accurate as of the third quarter, 1968. For roster purposes, we define a shortline as a common carrier railroad with a route-length less than 400 miles, listed in either the Official Guide or Pocket List of Railroad Officials, or both.

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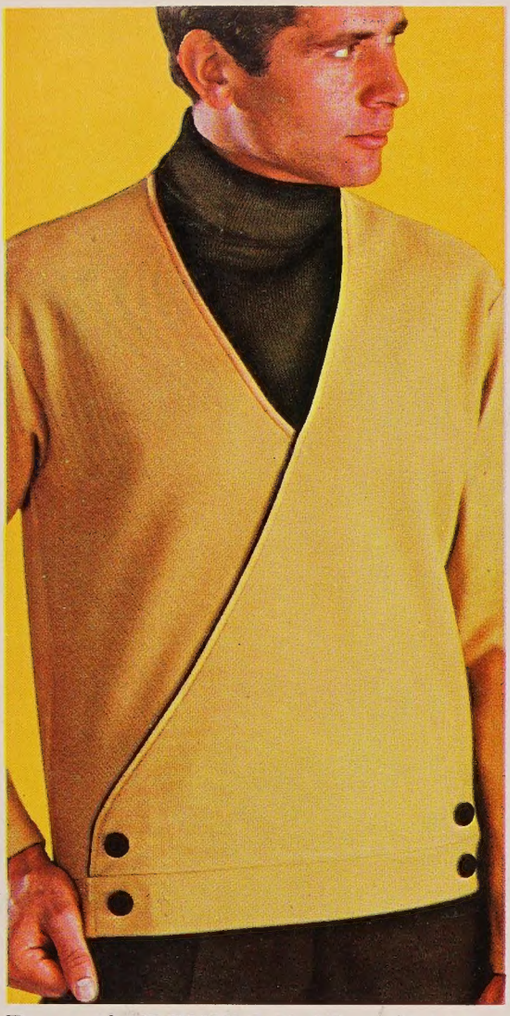


Dramatic DOUBLE Knit! $14.95

This handsome California creation is a one piece garment of a wonderful feeling fabric, Bonded 100% Tufted Acetate, with Durene front panel knitted into a mock turtle neck.

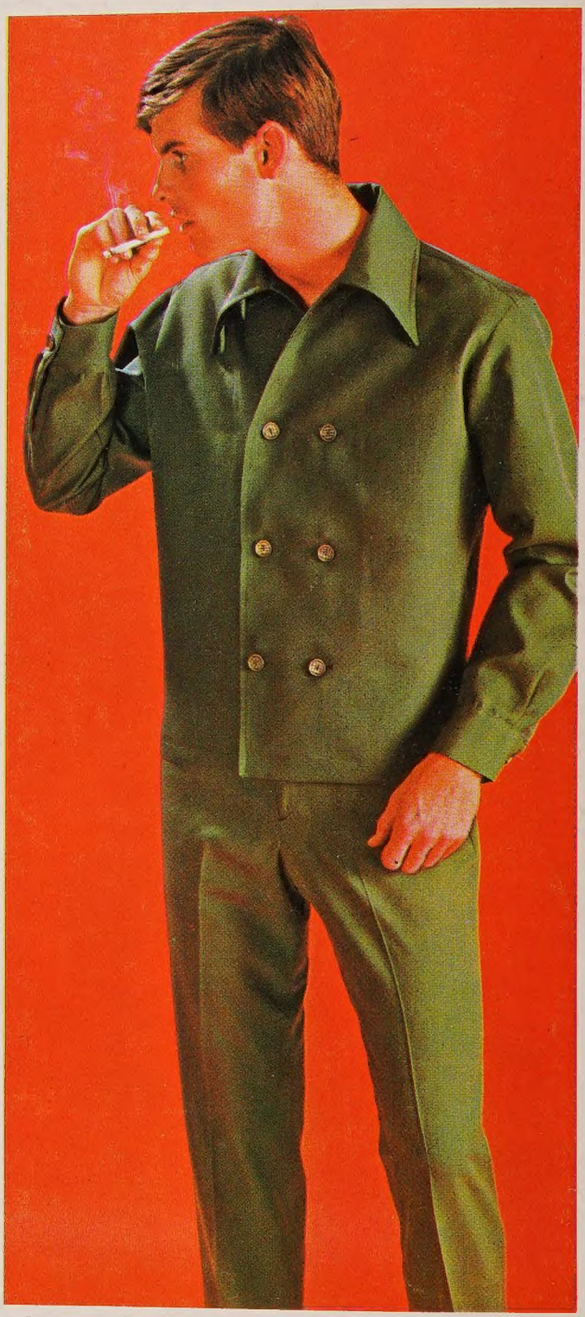
S207 Burnished Gold
S208 Kelly Green
S315 Lavender
S316 Royal Blue

Sizes: S, M, L, XL

Black Magic $10.95

Magnificent design to add excitement to any occasion! Dramatic front with broad panels of embroidered lace with black underlay. Lace again at the French cuffs. Superbly made of fine Sanforized combed cotton.

S128 White. $10.95 each.
S230 Blue. 2 for $20.95.
Sizes 14 to 16½. Sleeves 32 to 35.
A166 Black Tie, Red Trim $3.50



The Double Breasted Walking Suit $26.95

Now . . . California designed the Double Breasted Slack Suit — a flattering style to make you look and feel wonderful! The smart jac-shirt is bright with its golden buttons — handsome with its long collar points — comfortable with its soft fabric of specially processed 100% rayon. Slacks to match make a slack suit you'll wear with pride and pleasure. For finished bottoms, add $1.00 and give inseam measure.

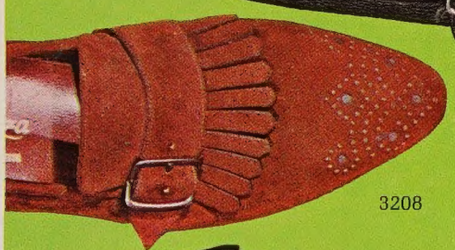
A172 Burnished Gold
A173 Bavarian Green
A174 Teal Blue

Shirt sizes S, M, L
Slack sizes 27 to 38.

Italia $18.95

Superb Styling from Italy

3177



3208

3212

3178

Bright and lively is this Italian import from the famous VERDE collection, available in SEVEN handsome ways. Fastens with strap and buckle over a graceful kiltie tongue that points to bold perforations at the toe. A superb style to attract admiring glances!

3177 Black Grain
3178 Brown Grain
3258 Black Smooth
3207 Black Suede
3208 Brown Suede
3211 Navy Smooth
3212 Burgundy Smooth

Sizes 6 to 13. Medium width.

Eleganza

1129 MONUMENT STREET
BROCKTON, MASS. 02403

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HOW TO ORDER

To order, simply pick your styles and mail check or money order for the amount — we pay the postage. For C.O.D. shipment, send $2.00 deposit for EACH item — you pay the postage. Your Satisfaction is GUARANTEED . . . any item may be returned unworn for refund. No C.O.D. to APO, FPO.